

Discrimination. GIRLS BARRED BY EMPLOYERS IN CALIFORNIA

Blame Women's Clubs for "Color Line"

Speaking at a luncheon in the Maryland hotel before 356 delegates to the annual state social service conference recently held in Pasadena, Calif., Attorney MacBeth of the Pilgrim Home Association charged the white women's clubs of Los Angeles with conducting a "systematic campaign among employers to supplant all Race working girls who earn above \$13.50 per week with white girls."

Discussing the subject, "Housing and Recreational Facilities of Colored Working Girls," he said in part:

"Strictly speaking there are very few, if any, Race girls who work in what may be called the industrial establishment, in the factories of Los Angeles, San Francisco, Oakland and San Diego. Such few as find employment are employed as Mexicans, whites, Filipinos or foreigners. The general rule among factory owners is not to employ dark girls."

HUNDREDS OF GIRLS HOMELESS

"However, there is a large class employed as stock girls in the various downtown shops, or as maids. Others are employed as stenographers in the offices of lawyers, physicians and dentists of their own Race and still others as hairdressers, manicurists, caterers, flower makers, lamp shade makers, clerks, seamstress and janitresses, but the majority are employed as domestics. In Los Angeles alone there are estimated to be at least one thousand of these working girls who have no home connections. In Oakland and in the Bay district there are about two hundred and fifty, in San Diego and surrounding territory there are nearly two hundred."

"The problem of these working girls is the most serious problem confronting the people of California. Receiving wages as low as ten dollars per week, the average of these girls is met with an expense of from four to five dollars per week for a room and from six to eight dollars per week for board. In most of the downtown establishments in Los Angeles the stock girls are required to pay \$15 for their uniform. In addition, they have carfare of from one

dollar to two dollars per week.

"The great bulk receive a minimum wage of \$13.50 per week. About twenty per cent of them receive a wage of \$16 per week, while less than 5 per cent of them receive \$20 per week. The eating facilities while on duty are extremely limited. Very few downtown eating places and those of the low and unsanitary type will permit these girls to eat. In many of the working places the girls who bring their lunches with them are compelled to eat in dark and unsanitary and poorly ventilated basements."

ACCUSES WHITE WOMEN'S CLUBS

"The chances for advancement for these working girls are practically nothing. On the other hand many of the white women's clubs of Los Angeles for example are conducting systematic campaigns among the employers to supplant all Race working girls who earn above \$13.50 per week with white girls. And in some instances these clubs have entered upon a campaign to deprive the girls of employment entirely. There is no systematic effort on the part of any institution to improve their condition. The only institution which has done anything along this line is the Sojourner Truth home on W. Adams St., which was established Oct. 20, 1904, by the Race women's clubs in Los Angeles."

"There are practically no recreational facilities for these girls save those afforded through the Y. W. C. A. Invariably the recreational facilities afforded the white working girls are denied other girls in the same establishment."

"In truth it may be said that what social workers term healthful recreation is practically an unknown factor in the average Race working girl's life. Not only is this true, but it is a fact that there is a studied, deliberate program on the part of the playground commission of Los Angeles to deny these girls the ordinary use of the swimming pools."

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Canada.

Discrimination.

NEGRO WAITERS TAKEN OFF OF CANADIAN ROAD

Canadian National Removes Men
From Diners Without Giv-
ing Notice.

Said To Be Inefficient

But President Says Road Must
Not Encourage Negroes to
Migrate to Canada.

Toronto, Canada.—The Canadian National Railroad order replacing colored dining car waiters with white employees on the International Limited has gone into effect.

During the week, as the International Limited, which runs from Montreal to Chicago via Toronto, and Detroit, passed through Toronto, colored waiters were removed and replaced with white servitors, resulting in numerous colored men being thrown out of employment.

No Warning.

The drastic order was without warning, for sometime ago, Sir Henry Thornton, president and general manager of the Canadian government railways, in an address said "Canada wants no color problem, and colored people should be discouraged from migrating here."

The order emanating from the dining car superintendent's office declares that "the colored waiter does not give satisfactory service and is generally inefficient." However, none of these things were brought forward until the colored waiters attempted to confer with their superiors in regard to equal wages with white waiters on other lines.

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Discrimination

LABOR HARMONIZING IN THE SOUTH

While in Northern cities there is a tendency on the part of white workers not to work on the same job with colored while up there it is difficult for mechanics, etc., to find work because of the opposition they white artisans, mechanics, etc., there is a growing tendency and colored laborers to work as common laborers, etc., on the same job.

The plants in big cities, in those of rural towns, on farms and plantations, it is common to see white and colored men working together without the least friction.

There was a time when false pride among the laboring class of white people, caused them to feel that should they be seen working together with colored men the rest of the white population would hold them in scorn, but the white men of the South who work with their hands today, at the various trades in manufacturing plants and in the tilling of the soil, are fast growing away from that false notion, and are working more and more in harmony with their fellow colored laborers.

People are learning that the color of a man's skin does not make him an undesirable companion in work. White men of the South are awakening to the fact that a man's conduct is becoming more and more the fundamental pivot upon which capital and labor turn when determining the fitness of men—while color is becoming a secondary factor.

Can he or they do the work efficiently? Do you think this new gang is dependable? and other similar questions are what employers ask of their foremen these days. What labor and capital require is strong, sober, steady men willing to put in every day, regardless of color.

White men of the South formerly held the idea that for white and colored men to work together would be to endanger the integrity of the two races, but by closer observation of the attitude of colored men who work on the same job with them, they have found that dual contact in work does not

General.

cause the Southern Negro to wish to thrust himself into the homes and social activities of his white companions in labor—while it is reported that the Northern Negro feels that he must do this very thing—hence the labor frictions up there. To the contrary, it is found that the Southern Negro, once off the job after working hours, goes to and among his own for his rest, recreation and social enjoyment—without any desire to associate where he is not wanted.

This rapidly increasing attitude on the part of white and colored working men to labor in harmony together, may be contributed to two things—first, the Southern Negro's deep sense of the knowledge of the fact that in the social activities of the Southern whites he is not wanted—and second, it is the result of a wider, and more thorough system of public school education—for it should not be overlooked that there was once a very large percentage of illiterate white people in the South; and it should be observed that while illiteracy among the colored people of the South is rapidly growing less, so we have every reason for believing that illiteracy among white people here is growing less at a more rapid rate. As illiteracy among both white and colored people of the South grows less, false pride and empty notions, once held by men when they knew no better, are being relegated to the dump heap, where ridiculous beliefs, once in practice relative to race differences, are forced to give place to the more enlightened idea of that human quality in men which makes them deserving of fair and equal treatment. This is what makes the Golden Rule applicable: When men recognize that their fellows possess souls and human faculties capable of highest development. This thought brings Christ and His teachings into the situation—causing a mutual blending of the spiritual with the material lives of men resulting in the softening of many obstinate natures.

White Employees Bar Negroes Says Hill

Director Of Urban League Industrial Relations Department Outlines Working Conditions

By RIMAMO

"The almost invariable answer given by an employment manager to one seeking jobs for Negroes is 'Our white employees will not work with them.'"

This excuse is the result of the imagination of the prejudice of the one speaking. It is the business of our department to prove that whenever a fair chance has been given colored workers to demonstrate their skill, and when the management has taken the proper attitude, there is not an overpowering objection on the part of the white workers.

This is one of the significant statements in the first annual report of the industrial relations department of the National Urban League. T. Arnold Hill is the director of this new department of the League, which began its work in April, 1925. The report of activities for the first year has just been released.

Mr. Hill outlines his work as having five major objectives: first, active contact with employers and organizations representing them; second, education of the Negro worker; third, development of friendly relations with labor groups; fourth, assistance to locals of the Urban League and to communities where there are no Leagues; and fifth, research and investigation on industrial subjects.

Local Prejudices

"The policies of an industrial corporation are not, as a rule, left to subordinates in each plant of the corporation; yet in the matters of employing Negroes the rule is reversed and employment managers are allowed to limit their labor to 'white workers only,'" says the report.

"Local prejudices play a large part in the hiring of Negroes. For instance, Negroes are motormen on trolley cars in Boston, Cleveland and Detroit. They are not in cities that are just as fair in their treatment of Negroes as these cities.

"A gasoline filling station is run by Negroes in St. Louis but not in Buffalo or Boston, while Western Union boys of color carry messages in Chicago, but not in New York. The Ford Company hires colored workmen in Detroit but not in Chicago and may not in Boston.

"In dealing with separate companies, though similar operations are at stake, the secretaries of the local Urban League branches may have to proceed without our aid but it is quite within the scope of the national industrial office to approach parent corporations on matters affecting their subsidiaries and branches."

"In dealing with employers," the report continues, "we have been concerned primarily with what has always been a paramount feature of the League's industrial program, namely, that of getting positions for colored workers in lines of employment and

in business places that have not been open to them. To this we have added a more conscious effort to improve the treatment and promote the progress of Negroes once they are employed."

Educating Workers

Another important section of Mr. Hill's report deals with the education of the Negro worker, declaring that the colored worker must be assisted to an appreciation and understanding of what his industrial advancement means and requires. The demand for efficiency and training can not be over emphasized, he says. Twenty-one schools were visited by the director in January of this year to acquaint the heads of schools with new opportunities in industry for colored boys and girls, in order that the schools might adjust their curricula to meet the changing and improved positions now open to qualified young men and women of color. Apparently there is need for close articulation between the trade schools and the Urban League.

"We need constantly to remind employers that we have trained colored people; to remind the youth of the race that the occupational field is expanding; and to inform the schools of the better jobs that are available for prepared young colored people. It is our hope that soon we shall be able to formulate plans to improve the present cordial feeling existing between the League and the schools."

Employees Obeyed

"Any industrial program—especially one dealing with Negroes," asserts Mr. Hill, "must concern itself with the relationship of the Negro to the trade union movement. Employers tell us that they do not object to the employment of Negroes but their workers do. (Meaning their white workers.) Any attempt, therefore, to secure better opportunities in industry for Negroes cannot exclude the importance of the white employee—both those organized and those unorganized. A number of white trade unionists object to the introduction of Negroes in trades and industries and fight against Negro participation in the trade union movement. Whether opposition is due to fear on the part of union members that the Negro will bring down the standards of organized labor or whether the opposition is based on racial prejudice, the fact is that contacts must be made before we can proceed far in improving the industrial status of the Negro.

"How far our department has advanced toward this goal, we cannot say. There have, however, been very definite instances of co-operation to indicate more thorough interest on the part of labor unions than they have heretofore taken. The director made two appearances before the executive council of the American Federation of Labor. There have been several interviews in Washington with President

Green and Secretary Morrison and Hugh Frayne, New York organizer for the American Federation of Labor, who has been appointed by President Green as a consultant for us on labor union matters."

Two cities, Kansas City, Mo., and Boston, Mass., were visited by Mr. Hill, who conducted in each an industrial campaign. These campaigns were designed to draw the attention of the public in general, and of the employing group in particular, to the industrial needs of the Negro. In both places opportunities for Negro workers have been opened as a result of the campaign.

R. Maurice Moss, executive secretary of the Baltimore Urban League, has announced that plans are being prepared for a similar campaign in the local field. This campaign may be held in the spring of next year.

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Discrimination.

TEARS DOWN "JIM CROW" SIGNS; FIRED

Workman's Protest in Iowa Costs His Job

Cedar Rapids, Iowa, July 2.—The sudden appearance of Jim Crow signs posted on the doors of the locker rooms, lavatories and wash-rooms in the large car shops of the Rock Island railroad here was too much for I. G. (Goldie) Steele to stomach. Today the insulting signs are no more. They were torn down by Goldie's American fingers and stamped into oblivion by Goldie's American feet, the said Goldie remarking as feet and fingers tore and stamped: "I was born on Iowa dirt; my father and mother sleep on the banks of the Cedar river here; I went to France as an American soldier from Iowa, and by God I'll not stand for any of her free citizens to be insulted by any Ku Klux ignorant 'peckerwoods' from Arkansas and Oklahoma."

The signs are gone, at least those particular ones are gone. But alas; gone, too, is Goldie's Master Mechanic Tyler who, it is said, hails from the state of Elkhart, Ind., promptly discharged him from the company's service on the charge against him being "insubordination."

Blame Kluxers

Since the advent of the Kluxers to these parts there has been race friction. Many of the white Rock Island employees here are transferees from Oklahoma, Texas and other southern states. As usual, when they arrived they brought along their prejudices. Some of the employees of our Race are holding good jobs, "white men's jobs," thought the Kluxers, and they promptly laid their plans to have the northern "niggers" put where in their opinion they belonged.

They began by demanding that Race men withdraw from the shop's local organization of the Association of Rock Island Mechanical and Power Plant Employees and form a separate Jim Crow local. Some of the members opposed this effort, but the opinion of the weak heads and Uncle Toms who thought that any way to keep the peace was better than fighting for their rights prevailed, and the Jim Crow union was organized. Then, as usual, the moment the Kluxers succeeded in kicking them out of the local, they began kicking them out of the wash-

rooms, locker rooms and lavatories.

Raise Protest

Mr. Steele has been serving the company faithfully for three years and his unjust discharge has created a storm of protest. Appeals for his reinstatement have been made to Mr. Ray, chief of the company's department of personnel and public relations. The Rock Island has a much advertised policy of "justice to every employee" and employees and patrons of our Race all over the big system are anxiously waiting to see if this policy will hold good when our interests are challenged.

It is also rumored that an effort will be made to have a man appointed to a position in the personnel department to investigate incidents that cause friction between the company and its employees and patrons as they arise. It is well known that the Rock Island has more Race patronage than any other of the Midwestern carriers and such an official could be of inestimable service to the road and to its employees and patrons.

Iowa

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Discrimination

DYNAMITE TO DRIVE NEGROES OUT. "CANNOT HELP", SAYS DIST. ATTY

Whites Resent Employment Of Negroes
In Construction Work, Gov.

Governor Baker has written to Mayor Brown suggesting action thru the county attorney, including the calling of a grand jury if necessary. If city and county authorities do not act, the governor intends to call on Attorney General Robert Otto to investigate the trouble.

The present incident is similar to a disturbance which occurred in Pemiscot and Dunklin counties in 1923. Governor Hyde, in turn, instructed the sheriffs to take all steps to maintain order. Later a Negro was killed in Stoddard County. That caused the governor to mobilize Company G, Missouri national guard, at Bernie, Stoddard County. No further trouble was reported.

Missouri

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Discrimination

NEW YORK CITY SUN
MAY 21, 1925

Says Caste Restricts Negroes

Head of Howard University Pleads for Better Labor Opportunities for Colored Race.

White men have developed an industrial caste which has greatly restricted the opportunities of labor among negroes. Dr. Kelly Miller, negro president of Howard University, declared last night at the sixteenth annual Conference of Charities and Correction which met in the Aldermanic Chamber of the City Hall. The meeting was held to discuss social and economic problems among New York negroes.

Another speaker, the Right Rev. schools under the best instruction provided for any one. I believe that will lead to the future leaders of the race arising in the North."

Says Negroes Are Impoverished.

New York negroes, he declared, are "living in degradation and are impoverished because of the denial of a living wage. It is a crying shame and a disgrace."

"The white man must either get his notion of industrial caste out of his head or quit talking so much about religion and democracy," said Dr. Miller in his speech.

"The negro's great disability is an industrial disability. He is not granted an opportunity to work, capable though he may be, except in restricted fields of endeavor. The white man has developed an industrial caste based on race."

Better Off in Country.

Dr. Miller expressed the belief that the negro was better off in the country than in the city, but that the

race as a whole could not be persuaded of that. The migration of the negro from the South to the North would continue, he predicted.

"The negro in the Northern cities," he said, "has the advantage of educational equality, perhaps his most valuable privilege. He is taught in the

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North Carolina.

Discrimination - ASHEVILLE, N. C., CITIZEN

FEB 1 6 1926

Changing Social Conditions

The action of the George Vanderbilt hotel management in replacing Negro bell boys with white ones is important only as a striking sign of changing social conditions in the South. It is not motivated by any racial prejudice or due to any peculiarly local conditions but is merely an incident in a widespread economic change which is in progress in the South.

It illustrates a broad movement which is gradually taking the Negro from certain occupations and assigning him to other activities. Supplanting colored bell boys with white ones merely extends the movement which is evidenced by the employment of white girls as waiters not only in several Asheville hotels but in ever increasing numbers throughout the South. The change is particularly noticeable in Florida tourist hotels. Negro barbers are gradually being replaced by white men.

Twenty-five years ago any one who prophesied that white people would replace Negroes as barbers and waiters in the South would have gotten a laugh. People would have said that barbering and waiting at table were trades that belonged peculiarly to colored people and that the white race would have no disposition to enter as competitors. All waiters in the South were Negroes and by far the greater number of the barbers. Local conditions furnished a few exceptions, as in Western Carolina, where the overwhelming proportion of white people made barbering a trade in which white men of standing engaged. But, generally speaking, in the South the occupation ranked with that of the shoe shiner.

And waiting was considered a peculiarly menial task from which white people would seek to escape and gladly leave to the Negro. Now the traveler throughout the South finds a changed sentiment reflected in practical operations. White girls, self-respecting and intelligent young women, wait on people in the cafes, and white barbers have the same social and business status as mechanics or tradesmen.

It is far easier to ask the explanation for the change than to furnish it. Presumably it is founded on economics, but the par-

ticular impulse of this we can not surely identify. The most plausible reason is based on the drift of white people from the farms to the cities and the coming of more white settlers from the North. The bulk of the white people of the South were formerly engaged in agriculture and there were relatively few whites employed in industries. Most of the carpenters, for example, were Negroes. But when the white people left the farms for the cities need for work impelled them to take to mechanical trades—and so began the drift of whites into the barbers' trade.

What is the ex-bellboy Negro or the waiter who has lost his job, going to do? He emphatically does not wish to work on a farm and he notes that somehow or other the skilled trades, such as carpentry, plumbing, and firing locomotives, are closed to him. Locally, only Negro bricklayers seem able to hold on. The ex-bellboy turns to the business of driving automobiles and he finds many places, but likewise white competition. It keeps him out of the public service field entirely so far as serving white people.

The situation will work itself out — no legal statute or public resolve will interfere with the law of economics which is at work — and we have every hope that the result will be satisfactory, but certainly we can not predict that result with any certainty.

ASHEVILLE N. C. CITIZEN

MAY 6, 1926

Human Rights

There has been a continuation of mob spirit in Hendersonville since its first manifestation last week when more than a hundred men ran some workmen from the High School job, severely beating several of them, states The Hendersonville News. Gangs of men have attacked workers on several buildings, severely injuring several persons at the suburb of Flat Rock, it is stated.

It happens that the assaulted workers were Negroes, but that as The News states, is no reason why they should not be afforded the fullest protection. As a matter of fact, to be consistent, we who maintain that vagrancy laws should be enforced against vagabond Negroes should be doubly insistent that industrious Negroes should not be driven from work or otherwise molested.

Governor Bickett once said that the right to work is as sacred as the right to wor-

ship, and The News reports the wholesome utterances by the Rev. Dr. M. T. Smathers at the First Methodist Church Sunday evening much to the same effect. "The Constitution of the United States guarantees a man the right to work, and no one has authority to molest an honest laborer, who has committed no crime, when he is at work. Continuing, the pastor said:

"If a mob who were after a criminal should be dealt with, certainly a bunch molesting harmless workmen should be, and the State, county and city are not doing their duty until they have exhausted every effort to bring about a stop to the practice. This is the worst reputation that a city could have. If the news should go abroad that Hendersonville is a lawless town, it will ruin it quicker than anything that could happen."

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PERSECUTION OF HIS RACE AT THE JONES AND LAUGHLIN STEEL COMPANY TOLD BY NEGRO WORKER

By a Worker Correspondent.

PITTSBURGH, Pa., Feb. 24.—The working conditions at the by-product coke ovens of the Jones & Laughlin Steel Corporation are very bad. The workers slave 11 hours a day, 7 days a week and are subjected to the most severe exploitation.

At lunch time 150 men are squeezed into a little hut which would not comfortably accomodate fifteen men. They heat up this place by means of old kettles placed in each end of the room. Into these they pour coal and coke which keeps the place full of smoke and gas. This method is used to keep the workers from coming there any longer than is absolutely necessary. The toilets which are also in this hut are all dirty with water constantly dripping from tanks overhead.

But the exploitation of the white worker is mild compared to the persecution of the Negro worker. The boss compels him to do all the heaviest work. When the weather is bad the Negro must work out in the rain and snow while the other workers are in the shed. Negro workers are subjected to mistreatment by the plant police whose job seems to be to find out which among them are class conscious.

The straw boss, Patrick Duffy, being a willing tool of the owners, never misses an opportunity to spread as much national hatred as possible. Not only that, but the company has stool pigeons to spread hatred between the workers of the same racial group, upon religious, social and cultural lines.

Pennsylvania.

Domestic Service

Men, Measures and Memories

By WILLIAM T. SHEEHAN

GRAPPLING WITH THE SERVANT QUESTION

The large attendance and enthusiastic interest which have marked the Advertiser cooking school conducted by Mrs. Edna Riggs Crabtree, is a manifestation of the wish of Montgomery housekeepers to escape from the perplexities and annoyances of incompetent servants. There are evidences of the determination of many housekeepers to fight their way back to independence. The young matron whose family is established in an apartment or a small detached house, with all the conveniences built in, are dissatisfied when they realize how dependent they are on cheap and incompetent servants. We get what we pay for—in servants, as well as all else we buy. The cook who gets four or six dollars a week is rarely worth any more, and such a cook inevitably becomes a "pan-toter." It is rather a new thought to many women of this generation to face facts frankly and realize that careless and wasteful servants are great enemies to economy and intelligent management.

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But how to escape from this bondage, that is the problem that harasses most women.

The older women—that is upward of fifty—will say that now people do not have such trained and intelligent servants as they had after the war. *Nowadays* they take into consideration that our civilization no longer has the industrious women who took upon themselves the task of instructing and training servants. In the old days the housekeeper, who perhaps herself was trained in the management of servants, when all the slaves were free cheerfully took up the labor of training the recently freed servants. When that generation passed out we lost our supply of skilled and trained servants, for who was to give them skill and training? The colored servants could have made us even more dependent upon them of their own volition if they had become skilled and trained servants. That they did not do this is one of the misfortunes of the negro race. They could have compelled better wages and displayed their independence in a much more effective way. They preferred when asked to take on domestic service to consider only how much cash money was involved. The housekeeper, too, unfortunately, took this same view. She deducted from her general housekeeping expenses only the amount of the wages and never did figure in the amount wasted, but the high cost of living came in to complicate all housekeeping matters. The housekeeper came to realize, in the days of the high cost of living, that the greatest obstacle to careful and intelligent management was the domestic servant problem.

This, no doubt, has given the great popular interest to the cooking school conducted by Mrs. Crabtree. There have been other cooking schools but none have been so largely attended, or has elicited so much interest, as has marked the school of Mrs. Crabtree. It shows a determination to solve the present problem of domestic service. The woman who lives in an apartment in Montgomery, or in a detached house is the daughter or granddaughter of some woman who

lived on a large plantation, and who had many servants, with one or two of them well trained. She did not have to grapple with the problem of feeding the servants with high-priced food, but her granddaughter has been brought face to face with the fact that economy is impossible if a number of cheap servants are fed on high-priced food.

The situation became even more acute with the exodus of hundreds of the negro servants of Montgomery. What servants locally, were available were reduced in number. The southern housekeeper, long accustomed to paying small wages, did not feel inclined to bid against the housekeepers of the North for servants with a moderate degree of training. They have realized, too, that if they courageously take up their burden their children and husbands can live much more comfortably and happily, so they crowd to Mrs. Crabtree's school to be instructed in the equally important of management and supervision. It is a good sign and one that promises more satisfaction and contentment to our civilization. The day of the free and easy negro servants who do not take their responsibilities seriously and who dish out raw food with a heavy hand, has almost passed; but the housekeeper need not be greatly elated because there must be some substitute for the old cheap servant. This substitute will probably call for labor and sacrifice and good management on the part of the housekeeper.

The South as a whole has been mistaken in the valuation which it has placed on negro labor. Cheap labor is an economic loss—the white farmers have already found this out. They have paid for a cheap labor with wasted land, run-down farms and plantations. This probably has been the greatest economic loss which the South has suffered since the war. If, after the war however, the South had depended on Japanese labor and the labor of the white peasant immigrants from Northern Europe, much of the land would now belong to those Japanese and white immigrants. They would not work land without making sacrifices to own it. From various circumstances it looks as if the old wasteful era is ended, and that a four-dollar-a-week cook or housemaid does not belong in a scheme of economy.

A PROBABLE WHY OF THE REPLACEMENT OF NEGRO LABOR IN THE NORTH

There is a hint of tragedy in the announcement that Negroes are being displaced by Mexicans in the industries of Detroit and parallel with that announcement from the Department of Labor to the effect that the turnover of Negro labor in the industries of Chicago is unusually high. Some hint of the trouble is to be found in the statement of the head of one business concern who made a remark to the effect that Negroes needed to learn that to work six days a week was not injurious to their health.

The displacement of Negroes in Northern industries seems unfortunate in the extreme when one considers how lately they have been inducted into it and at the expense of how much time and labor on the part of organizations and individuals who have been willing to "give him a chance." In this particular connection one remembers the Spartan efforts of The National Urban League which has sought for the past five years very successfully to open new avenues of labor to the migrants from the South and of how that organization has broadcast the news of their successful inclusion in the many industries where in times past no Negro was ever given employment. To lose now the comparatively meager gain of the race in this direction seems discouraging. But in the light of the comment of the employer of Chicago it is not to be particularly wondered at.

As long as there is a person in America whose skin will identify him as a Negro, the country at large will forever remember the effects of slavery. And as long as there is a race it will feel the effects in unfortunate ways, of the regime which allowed its members to be things sold at auction and helped to create that atmosphere of unconcern for the thing which all other men call good. Slavery did more to the soul of the Negro than it could ever do to his body. The physical shackles were as of no importance as compared to the spiritual shackles, some of which he is just beginning to identify as such. This business of working, for instance. All of the psychology of the average Negro has been directed, thanks to a scheme which for so many years robbed him of all of his belongings with the exception of bare food and clothes, toward "just getting enough to satisfy his needs which, because of the poverty of his education and the narrowness of his average contacts, could not be many. If he needed food for a day and had a dollar, that dollar was enough and he saw little need for accumulation of more. And not only that, he was taught by the actual experiences of those of his race who accumulated that it was dangerous to try to "live like a white man" and so he sang and idled and followed the road of least resistance and worked only in so far as it was necessary to satisfy his needs. This was the generation just subsequent to slavery and the sons of parents like those who are now being displaced in the Detroit industries.

But as pitiful as such reasoning may be and as large as may be the present day class which realizes that the condition must be changed, there is no escapement of the fact

that the future education of Negro children must be definitely directed into such ways as will change this condition and increase the number of their wants. It is probably the most fortunate thing for those who went North that they saw a different kind of life and that gradually their wants will be increased and that their work to satisfy those wants will be more definitely directed for the poverty of the cultural and educational environments of the South do not as a rule lend themselves readily to that sort of service to Negroes. And if such reports as these are definitely heeded by Negroes all over the country, with the increase of education and the knowledge of the need for improvement, there should result from them a real renaissance of Negro education, led by Negroes themselves both parents and teachers and the result will be a gradual diminution of the unfortunate things of this kind which are so often noted now. The change must be gradual for the conditions from which these situations are born have been in existence for a long time and still are more real than fancied.

MEXICANS REPLACE NEGRO LABORERS IN DETROIT SHOPS

(By The Associated Negro Press)

Detroit, Mich., Oct. 20.—An entirely new phase of the industrial employment situation as it pertains to the Negro in this city has just been brought to light.

According to Secretary Scruggs, in charge of the employment bureau in connection with the Y. M. C. A. here, Mexican laborers are being brought to this city and placed in many of the industrial plants. In several instances, it has been noted that Negro employees have been superseded by Mexicans. In the past five years more than 100,000 Mexicans have found their way into the plants here. Whereas, in the census of 1920 not a single Mexican was employed.

This situation as viewed by the Urban League here may possibly mean that Mexicans are being brought here to fill a shortage, soon to be felt, of foreign labor caused by immigration laws recently passed; but nevertheless, a general alarm has been sent out and meetings have been held to acquaint the industrial worker with the situation, and to advise him to put in full time and turn out a full day's work so that his job might not be taken by any foreign group.

The Urban League has been informed by industrial plant managers that the Negro worker as a group requires a certain type of management in order to get the best results from his labor. This type of management is hard to find which may be one of the reasons why Negroes are employed in less numbers than many other groups.

PORTO RICANS VICTIMIZED BY COTTON LORDS

Extortionists See No Reason Why Workmen They Lured With Golden Promises Should Quit.

By Geo. Perry

Pacific Coast News Bureau
PHOENIX, Ariz., Oct. 13.—(Special)—One of the most bitterly contested campaigns ever waged between Southern Farmer organizations and organized labor over the cotton field labor situation now raging in Arizona and the Southwest States, several hundred Porto Rican laborers imported for the Salt River Valley cotton fields near Phoenix, are being made the "goats" while the various opposing factions battle.

Farmers Charge Organize Labor

The cotton farmers thru their organization, the Arizona Cotton Growers Association, at their recent annual meeting held last week at the Woman's Club in Phoenix, urged

their members to support the Association policy in bringing in the Porto Ricans and passed a resolution in which charges are made that the strike of the Porto Ricans is due to the work of agitators started by Los Angeles union leaders after failure of an effort in Washington to block embarkation at San Juan. The resolution passed reads in part as follows:

"Whereas: The Arizona Cotton Growers' Association was organized coincident with cotton production in Salt River Valley to furnish necessary cotton pickers; and

Whereas: Through organized labor's efforts immigration from Mexico has been shut off making it necessary to seek labor in Porto Rico where the living conditions were inferior to the accommodations furnished in the Salt River Valley; and

Whereas: Immediately after the arrival of the first ship load of Porto Ricans in the valley there was a premeditated and determined effort made by certain representatives of local labor organizations to take advantage of the natural home sickness of the new harvest help and to dissuade them from working; and

"Whereas: Plenty of work awaits the Porto Ricans at the best wage the farmer can pay with his tax load, etc."

Cannot See Where Porto Ricans Suffer

Regardless of the fact that several hundred Porto Rican men, women and children are quartered in the State Fair Grounds without proper food or shelter in an effort to force them into submission, the directors of the Cotton Growers Association at a recent meeting held at the Association's headquarters, 331 E. Washington St. thoroughly aired the situation with the result that the cotton growers could not see where the Porto Ricans were suffering for the want of food or medical treatment and are properly housed.

The Association represented at the meeting by 17 directors announced that the association has lived up to its contract with the Porto Ricans, and that it is their opinion that the Porto Ricans are being led by agitators among their flock and can only be satisfied when the "red" element is quieted. They claim the Porto Ricans are responsible for their present living quarters, as they refuse to go to the locations where their work is and where homes have been provided for them. The Porto Ricans can have the \$2.00 per day wage scale provided in their contract when they are ready to go to work, the Association states.

Labor Organization Deny Charges

The Central Labor Council deny having incited agitation among the Porto Ricans and have recently placed 100 in the lettuce fields operated by Japanese farmers. The United States

employment agency have secured employment for fifty more.

Labor-1926

Foreign Mexicans Menace Farm Wages

Little Rock, Ark.—With the diversion of hundreds of Mexicans, who are being offered employment as cotton pickers in the South, a menace is seen in the South for so long depended for its labor.

Just who is behind the influx of Mexicans in the cotton districts does not appear, but it remains that they are centering in certain localities and that, working for a low wage, they are constituting a permanent menace to Negro cotton hands, who are used to American standard of living and cannot stand wage reductions.

REPUBLICAN
DECEMBER 25, 1925
MORE IMMIGRANTS FOR THE SOUTH.

At a recent conference of governors and other state officials of the South a viting both to the Negro and to a certain element of native whites. For this proposal was considered to bring into that section one hundred thousand and for other reasons large numbers of skilled farmers of various nationalities or Negroes have been led to the cities. It was held that such workers of the South and of other sections, were needed for the proper development of the region and that previous antipathy to persons of foreign extraction should be forgotten. In the proposal was a suggestion of the industrial revolution that has been gaining headway in the South.

Traditionally, the South has been little concerned with the laborer from the outside, whether he came from another part of the country, or directly or indirectly from abroad. The South previously has been content, even boastful, of a native American population. The Negro population of the section may be included in that category. Both in its Negroes and its native whites the section had an abundance of labor, mostly cheap, unskilled labor. This met all requirements for cotton growing and, usually, cotton manufacturing. The immigrant has not been attracted to the South because of the difficulty in competing with the cheap labor, and because very limited efforts were made to induce him to take up residence there.

In the sixteen states commonly considered as Southern, the foreign born white population is less than three per cent. of the total. Foreign stock as a whole, including children of the foreign born, is only eight per cent. In the rest of the country foreign

stock makes up more than 18 per cent.

of the population. In the South nearly 67 per cent. of the population is white, and about 25 per cent. is Negro. Excluding the border states, such as Maryland, Missouri and Oklahoma, the South has an extremely low foreign population. In several states of the section it is only three per cent., with less than one per cent. of foreign born.

That is the condition with which the South evidently is no longer content. What has caused the change is in good part a revolutionizing of farming, brought both by the ravages of the boll weevil on the cotton crop, and by an awakening to the value of more scientific methods in agriculture. As Southern farming has become more of a skilled occupation, it has been less inviting both to the Negro and to a certain element of native whites. For this proposal was considered to bring into that section one hundred thousand and for other reasons large numbers of skilled farmers of various nationalities or Negroes have been led to the cities. It was held that such workers of the South and of other sections, were needed for the proper development of the region and that previous antipathy to persons of foreign extraction should be forgotten. In the proposal was a suggestion of the industrial revolution that has been gaining headway in the South.

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(Preston News Service)
SAN JUAN, P. R., July 30.—Plans for the immigration of a large number of Porto Rican laborers to Arizona for work in the cotton fields are under discussion between representatives of a cotton growers' association and the local government. Prospects point to an early decision, according to Carlos Chardon, secretary of the association and labor.

Similar projects from several Southern states recently have been considered.

IMPORTED PORTO RICANS REFUSE TO PICK COTTON

361 Island Laborers Carried To Arizona Reject Starvation Wage

(By Geo. Perry)
PHOENIX, ARIZ., P. C. N. B.—Enticed from their homes by false promises 361 Porto Rican men, women and children comprising the first shipment of a permit for 1,500, recently granted by the United States by the Cotton Association to work the cotton fields in the Salt River Valley district near Phoenix, are now quarantined in the State Fair Grounds without shelter or sufficient food following their refusal to work under the conditions imposed by the Growers Association.

Charged Transportation
Promises of free transportation, attractive living conditions and fair wages were but a lure to entice into this country a herd of unfortunate black men, women and children to batter down the prevailing starvation labor wage now being paid the American Negro and Mexican cotton field laborers.

Instead the Porto Ricans have been charged the cost of their transportation, \$66.50 a piece, plus cost of meals while on the train with a demand that they work out this charge by picking cotton on a piece work basis at a price less than the rate paid last year. This the Porto Ricans heroically refuse to do with a result that they have been herded into the State Fair Grounds at Phoenix without proper food or shelter in an attempt to force them into submission.

Foreign Workers Opposed

Labor Organizations Protest
Importation of Porto
Ricans in Southwest.

By GEORGE PERRY
PHOENIX, Ariz., Sept. 9.—(By Pacific Coast News Bureau).—The labor situation in the cotton producing states of the Southwest has reached the critical point of choosing between using Black American labor or the less efficient Mexican from our sister Republic.

With a bumper crop in Texas, New Mexico, Arizona and California, thousands of harvest hands must be secured. The Chinese, Japanese and Hindus heretofore the chief source of labor supply, have been driven away through the strict enforcement of the anti-alien land law. The Mexican is unavailable in sufficient quantities due to the United States immigration laws. The influx of Black American labor is undesired for fear of attracting a parasite class of migratory labor whose permanent abode will be undesirable. Free from Oriental domination, yet unable to recruit sufficient white farm hands to make up the deficiency, the farmers find themselves faced with a problem more serious than ever.

Seeking Several Solutions.
A solution in the Mexican situation is being sought through an attempt to set aside the present immigration restrictions for the purpose of allowing contract Mexican labor to be imported across the border under the condition that they are to be returned after the harvest. A bill to this extent will be introduced in the next California legislature.

Protest Porto Rican Entry
Another solution is the attempt of the American Cotton Growers' Association to import 1,500 Porto Ricans and their families into the Salt River Valley district near Phoenix, where there exists a shortage of 2,500 cotton pickers. Claiming that the Porto Ricans being classed as American citizens are not barred by Federal immigration restrictions, a shipload of Porto Ricans are being brought in by the Association. They are expected to arrive at Galveston within a short time.

Labor Organizations Protest.
The labor organizations of the Southwest have filed in Washington, a complaint against their intention, claiming that their use in the Southwest cotton fields will lower the wage scale to the point where American labor could not compete. This same objection has applied to the use of the Chinese, Japanese and Mexican together with the fact that they are unassimilable, and retard the commercial, industrial and educational growth of the respective communities by holding back improvements of all kinds, as well as withholding their money from general circulation.

Black Americans Solution.
The bankers, railroads, merchants and moneyed interests are gradually reaching a consensus of opinion that the only real solution to the problem is to populate the various communities in the cotton districts with a thrifty selected class of producing Black American farmers. The Black American of all the laboring classes available in sufficient numbers is the only class that

measures up to the Southwest's requirements. The only objection to him is that he is Black. Nevertheless Black Americans are assimilable to Americanism and the white man's standard of living. They maintain the same standard of morals and living as conducive to the highest type of American civilization. As shown by the 100,000 or more who now reside in this Southwest territory, the Black American maintains highly organized bodies of Christian worshipers, he has hundreds of good, modern comfortable homes, his household is maintained on an independent and self-respecting basis; he is engaged in business; his money is constantly in circulation; and as a wage earner he is to be found in thousands of homes, factories, banks and business establishments, occupying positions of respect and trust without detriment to the prevailing local standard of labor conditions and wages.

IMPORTED PORTO RICAN HANDS OF ARIZONA CO.

Entire Families Living In State Fair Grounds
Without Food Or Shelter.

By GEORGE PERRY

PHOENIX, Ariz., Oct. 7.—(P. C. N. B.)—The entire Southwest is bitterly aroused over the inhuman treatment being handed out to the 561 Porto Rican men, women and children recently brought into this country from Cuba by the Cotton Growers' Association of Arizona.

Refuse Unfair Terms

Enticed from their homes by false promises, 561 Porto Rican men, women and children, comprising the first shipment of a permit for 1,500, recently brought into the United States by the Cotton Association to work the cotton fields in the Salt River Valley district, near Phoenix, are now quartered in the State Fair grounds without shelter or sufficient food, following their refusal to work under the conditions imposed by the Growers' Association.

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Promises of free transportation, attractive living conditions and fair wages were but a lure to entice into this country a horde of unfortunate black men, women and children to batter down the prevailing starvation labor wage now being paid the American Negro and Mexican cotton field laborers.

Instead, the Porto Ricans have been charged the cost of their transportation, \$66.50 apiece plus cost of meals while on the train, with a demand that they work out this charge by picking cotton on a piece work basis, at a price less than the rate paid last year. This the Porto Ricans heroically refuse to do, with a result that they have been herded into the State Fair grounds at Phoenix without proper food or shelter in an attempt to force them into submission.

Citizens Indignant

White and black citizens alike, of Arizona and the Southwest, are bitterly indignant over this inhuman treatment, as shown by the following article, in part, which appeared in a recent issue of the leading local daily:

"If it is fair for the Cotton Association to meet and arrange the rate they will pay, then it is as fair for the pickers to meet and arrange the wage they will work for. These Porto Ricans left their homes seeking to better their conditions, to give their

children a chance. On arrival here they found they had been betrayed, and are doing what anyone with red blood in their veins would do, refuse to enter the trap that had been so cleverly arranged for them.

"Readers, take a ride out to the fair grounds and see for yourselves, and remember these poor unfortunates have been brought here on false promises, so if you can assist them, please do so.

"The first quota of 561 is but the first shipment of permit for 1,500, the association having also applied for 4,000 more. Any further entry of these people should be prevented, such immigration is not for the good of Arizona and I feel assured there is no true Arizonian, whether farmer, mechanic, merchant or capitalist, who will approve of such immigration, for it will be a weakening of the foundation on which this successful country is built."

SUFFERING AT GROWERS' COMBINE

Cotton Growers Association Which Promised Them Transportation and High Wages Makes New Demands Cuts Price. Five Hundred Sixty-One Housed in Park

(By Geo. Perry)

Phoenix, Ariz., Oct. 9.—(P. C. N. B.)—The entire Southwest is bitterly aroused over the inhuman treatment being handed out to the 561 Porto Rican men, women and children recently brought into this country from Cuba by the Cotton Growers' Association of Arizona. The association having also applied for 4,000 more. Any further entry of these people should be prevented, such immigration is not for the good of Arizona and I feel assured there is no true Arizonian, whether farmer, mechanic, merchant or capitalist, who will approve of such immigration, for it will be a weakening of the foundation on which this successful country is built."

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COTTON GROWERS OF ARIZONA CLAIM PORTO RICANS WELL TREATED

(By Geo. Perry)

N. B.)—In one of the most bitterly contested campaigns ever waged between Southern Farmer organizations and organized labor over the labor situation now raging in Arizona and the Southwest states, several hundred Porto Rican laborers brought for the Salt River Valley cotton fields near Phoenix, are being made the "goats" while the various opposing factions battle.

Farmers Charge: Organize Labor

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after failure of an effort in Washington to block immigration at San Juan. The resolution passed reads in part as follows:

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aired the situation with the result that the cotton growers could not see where the Porto Ricans were suffering for the want of food or medical treatment and are properly housed.

Labor—1926

Migration Movement

Green, S. C., 1926

JAN 14 1926

THE EXODUS TAKES A BACKWARD SWING.

Alarmists learn in the long run that it never pays to get alarmed. Not since the rise and fall of the mushroom millionaires of '19 and '20 has any event caused so much comment as the exodus of southern negroes to the North, being linked with the loquacious servant problem. In the lower section of South Carolina there were excited predictions of starvation, what with the boll weevil in the fields and no niggers to chase him out. It would not be long, the statisticians figured, until the South would be entirely rid of its colored population and some of the pseudo-politicians' busied their minds with efforts to produce legislation of a kind to keep it at home, as though it were possible if it wanted to go.

Many negroes did leave the South, but The News doubted at the time if their absence would present a serious economic disturbance unless the people wrung their hands in despair and refused to make the best of the situation. In the lower section of the state the best crops were made last year since the war and they were made without the assistance of thousands of negroes who had gone elsewhere. And the laboring and serving colored population of the southern cities does not appear to have suffered disastrous consequences at any time as a result of the efflux.

Now the negroes are coming home—coming unceremoniously without press agency or excitement. The alarmist receives the news somewhat in the fashion, "oh yes, that's right, they did leave, didn't they?" During recent weeks there has been a steady backward swing from the Northern industrial centers, the explanation being a forecast of a long, hard winter and also the fact of industrial stagnation in some places. They are passing through the railroad stations in hordes and only one newspaper writer that we have seen has even taken note of the homeward trek.

To what extent the exodus was stimulated by the alarmists, in the first place, will never be known, but it is true that thousands of negroes who did not want to leave the South and would not have thought of it were swept away by the excitement stirred up by the white people. It is perfectly natural that they should come home. It is natural too that some

of the newspapers that deplored their departure should counsel them not to return, since it has been demonstrated that existence is possible without them. But there is no reason for alarm one way or another. The negro is going to move a little more freely hereafter than he has before, but beyond that there is nothing particularly significant in his recent migrations over and back across the Potomac.

Darnwell, S. C., 1926

JAN 7 1926

"Let Them Stay North."

Under the above caption the News and Courier comments on the statement credited to the Charlotte Observer that many negroes are returning from the North. When the exodus first began, many newspapers and public officials in the State almost tore their hair in the fear that it would play havoc with the South. At that time, however, The People-Sentinel expressed the opinion that it was one of the very best things that could happen for this section of the country and we hoped then—and we hope now—that those who went would stay. We do not recall the attitude of the News and Courier at that time, but we are glad to see that Editor Lathan now agrees with the view taken by this newspaper. His editorial is as follows:

Reports that a good many of the Negroes who went North during the post-war exodus are returning to the South to stay are credited to The Charlotte Observer. But the percentage of Negroes who come back permanently will not be large nor is it desirable that it should be.

Of course when so many Negroes left this section in the course of a very short period some labor shortage was experienced but it was not general or serious and most observers will now testify that the Negro exodus from this section was a good thing for the South and a good thing for those Negroes who stayed, whatever may have proved the case as to those who were left. The South is content that the Negroes who went North should stay North.

DETROIT PROTESTS NEGRO INVASION

Washington, January 8.—(Special.)—Protests have come to the house immigration committee from realtors and others in Detroit against the inflow of southern negroes to the Michigan city, which, it is claimed, is causing an increase of crime there and making an increase of tax necessary for suppression of crime and for care of paupers.

The protests were turned over to Representative Rutherford, of Georgia, and Box, of Texas, chairman Johnson, of the committee, for an investigation. It is not believed that anything can be done, except in way of publicity in letting negroes know the situation in the Michigan city.

One protest asked that a United States marshal be dispatched to Detroit to deport the negroes to their southern homes.

A protest from the Detroit realtors committee requested that the negroes should be "halted in their march on Detroit; that a law or regulation should be made for their deportation to the southern states."

Included in the protests were newspaper clippings telling of crimes committed in Detroit by negroes.

The protest from the realtors say that "northern negro agitators are promoting agitation and turmoil" and "talking social equality, steady employment and intermixture of settlement and residence."

Detroit has heard, it is set forth, that 200,000 negroes are moving from the southern states toward that city. Their coming, it is stated, will reduce the value of Detroit property \$200,000,000.

Camden S.C.

Chronicle

JAN 8 - 1926

NEGROES RETURNING SOUTH

Tide Appeared To Reach Flood Just Before Christmas

An editorial in Friday's Charlotte Observer says:

A steady back flow of negroes from the North to the South has been observed during the last two or three weeks, according to reports from reliable sources. Just before Christmas

the tide appeared to reach its flood, according to a dispatch from Mr. Robert T. Small, at Washington, the eastern gateway between the North and the South. Mr. Small says that the flow has continued since the pre-Christmas rush to such an extent that railroad officials are inclined to believe the movement to be more permanent than seasonal.

The Florida travel has of course been extra-ordinarily heavy for some time and the addition of the colored back flow from the North has taxed the Southern carriers to their utmost limits.

The negroes are returning from Philadelphia, New York and points beyond. Always there is a return movement from the North when the real hard winter sets in. The East has been shivering in the grip of a cold wave for the better part of the week and this undoubtedly has accelerated travel "back home" but the main movement, according to railroad men, started during the really mild weather which prevailed the week before Christmas.

Prosperous conditions among the negroes who migrated to the North may account for some of the travel at this time of the year—return to the old firesides for the holidays—but it would seem that great numbers of the negroes are returning home for good and all. This is shown by the number of families included among the Southern-bound passengers. Sometimes five or six children may be observed in a single group. The intense winters of the North have proved too much of a hardship for the colored people with children and it is reported that not nearly so many families have been included in the Northern migrations of the past year.

There are no immediate means of checking the North and South movement of negroes except through reports of trainmen and passengers who are very much on the road. Pre-Christmas travelers from New York reported the Pennsylvania station in that city crowded with happy groups of negroes awaiting trains for the South. The day coaches of these trains have told their own story. In Washington the facilities of the Union station have been taxed to care for the moving tide.

movements, but observers are certain that the backflow of the past eighteen months has been greater than the outgo.

New York and other northern seaboard cities. From Tennessee, Georgia and Alabama the movement was in the direction of Cincinnati and Chicago. St. Louis claimed its immigrants from Mississippi, Louisiana and Texas.

Government bureaus are without definite figures as to the more recent

Reports from the Western gateway to the South, such as Cincinnati, Louisville and St. Louis, are all in the direction of the movement noted in the east. The negro migration of the last few years has followed natural channels. From Virginia, and the Carolinas, the movement northward was virtually confined to Philadelphia,

Labov-1926

Migration Movement

GREENSBORO, S. C., N. C.
JAN 14 1926

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Can't leave the
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JAN 8 - 1926

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the tide appeared to reach its flood, according to a dispatch from Mr. Robert T. Small, at Washington, the eastern gateway between the North and the South. Mr. Small says that the flow has continued since the pre-Christmas rush to such an extent that railroad officials are inclined to believe the movement to be more permanent than seasonal.

The Florida travel has of course been extraordinarily heavy for some time and the addition of the colored back flow from the North has taxed the Southern carriers to their utmost limits.

The negroes are returning from Philadelphia, New York and points beyond. Always there is a return movement from the North when the real hard winter sets in. The East has been shivering in the grip of a cold wave for the better part of the week and this undoubtedly has accelerated travel "back home" but the main movement, according to railroad men, started during the really mild weather which prevailed the week before Christmas.

Prosperous conditions among the negroes who migrated to the North may account for some of the travel at this time of the year—return to the old firesides for the holidays—but it would seem that great numbers of the negroes are returning home for good and all. This is shown by the number of families included among the Southern-bound passengers. Sometimes five or six children may be observed in a single group. The intense winters of the North have proved too much of a hardship for the colored people with children and it is reported that not nearly so many families have been included in the Northern migrations of the past year.

There are no immediate means of checking the North and South movement of negroes except through reports of trainmen and passengers who are very much on the road. Pre-Christmas travelers from New York reported the Pennsylvania station in that city crowded with happy groups of negroes awaiting trains for the South. The day coaches of these trains have told their own story. In Washington the facilities of the Union station have been taxed to care for the moving tide.

Reports from the Western gateway New York and other northern seaboard cities. From Tennessee, Georgia and Alabama the movement was in the direction of Cincinnati and Chicago. St. Louis claimed its immigrants from Mississippi, Louisiana and Texas.

Government bureaus are without definite figures as to the more recent movements, but observers are certain that the backflow of the past eighteen months has been greater than the outgo.

The negro migration of the last few years has followed natural channels. From Virginia, and the Carolinas, the movement northward was virtually confined to Philadelphia,

MIGRATION OF NEGROES TO THE NORTH UNDERMINING HIS FUNDAMENTAL ADVANCEMENT IN SOUTH

Remain In Your Respective Localities; Help To Better Your Own Condition Through Thrift, Business, Economy and Learning

Because the greater number of Negroes live in the South, it is here that their greatest interests are found. It is here that the fundamental development of the Negro must be pursued with care.

Therefore, the sooner the colored people of this section realize that while tens of thousands of them may give themselves over to wanderlust and allow themselves to be misguided into breaking up their homes to go North, it should be remembered that the real development of the race is being seriously undermined.

Race Progress In Locations Most Adaptable

It must not be forgotten that thru thrift, business, economy, balanced morals, education and permanence of residence in that locality of the world most adaptable to the respective temperments of races, they are able to make their most rapid and soundest progress. That location most adaptable to the temperments of the American Negro is undeniably the southern part of this country; and it is here that, he has achieved his greatest advancement. Why? Because this section has afforded him his best opportunities; and although the Negro, like other races, still has difficulties to overcome, what man can truthfully say that his condition today is not far better than it was thirty-five years ago.

The Negro's Advancement Amazing

After reading the account of the Negro's progress since his freedom by Robert E. Eleazer, educational director of the Inter-racial Commission on Co-operation, published in the January issue of the Voice, no

one can deny that the advancement of the race is amazing that it could not have obtained without improved opportunity for the colored people and that the southern Negroes are responsible for an overwhelming portion of this grand showing.

700,000 Homes and 1,000,000 Farms

We learn from this record that shortly after 1865 the colored people owned only 12,000 homes and only 20,000 farms; and that today, they own 700,000 homes and operate more than a million farms. Who owns the greater number of these homes and who operates the larger number of these farms? There is only one logical answer—the southern Negroes. Then are there no opportunity for our people to improve in the South?

73 Negro Banks' Annual Business \$100,000,000

The report also tells us that up to 1924 there were 73 banks owned and operated by Negroes with a capital of \$6,250,000, with resources amounting to \$20,000,000, transacting a \$100,000,000 annual business. In what section of the country do Negroes own and operate the greater number of these banks, control their resources and transact the larger portion of this \$100,000,000 annual business. The answer is obvious. In the South—by Southern Negroes. Then, have Southern Negroes no opportunity for racial advancement?

\$200,000,000 Insurance—1,100,000 Policyholders

Whereas, just after emancipation, scarcely had the idea of insurance companies to be owned and operated by colored people been conceived, today there are 35 life insurance com-

panies owned and operated by colored people reporting \$200,000,000 worth of insurance in force covering the health and lives of 1,100,000 policyholders, giving employment to more than 8,000 Negroes. One of these companies alone has insurance in force to the amount of \$42,000,000—from which accrues an annual income of \$2,000,000—while the Bankers Fire Insurance Company of Durham, N. C., has in force approximately \$10,000,000. Where is the greater number of these insurance companies operated? Upon whom do they depend for their support? The greater number of them is owned and operated in the South by colored business men; and an overwhelming number of these companies depends directly upon Southern Negroes for their support.

Then, can it be said, in the face of this gigantic business success, that Negroes have no chance—no opportunity for advancement in the South?

47,000 Churches—5,000,000 Members

The report points out that the colored people of this country have 47,000 churches with 5,000,000 members; and 46,000 Sunday Schools with a membership of 3,000,000 pupils. These members contribute \$550,000 annually to home and foreign missions. The aggregate wealth handled by these churches is enormous. Where is the greater number of these churches located and upon whom do they depend for their financial sustenance? They are located in the South; and they could not exist if it were not for the constant moral and financial support of the Southern Negroes.

Illiteracy of the Negro Only 20 Per Cent

This account tells us that whereas in 1865 the illiteracy of the Negro was 90 per cent, today it is only 20 per cent; and against 10,000 Negro students shortly after that year, today there are 2,150,000 colored children attending school. Where is the majority of these schools located and upon whom do they depend for their support. They are located in the South, and they depend upon the parents of Negro children of the South for their support.

Biggest and Finest Schools in the South

The largest, the finest and the most practical colleges and universities owned and operated by Negroes (Howard University of Washington, D. C., a possible exception) are located in the South—together with numerous private institutions lesser than colleges—also depending upon Southern Negroes for their very existence.

White South Improving Educational Facilities for Negroes

Negro public schools in the South are being rapidly improved, not only as to modern conveniences, but as to more elaborate school curriculum, permitting a broader scope of knowledge. Southern state Legislatures, in the aggregate are making annual appropriations running into the millions of dollars for the improvement of educational facilities for Negroes and to provide them with parks, playgrounds and swimming pools—so that there is hardly a town or city in the South, but what has received some attention from Southern White people along the lines of education and recreation for our people. Yet, there are they who claim that the Negro gets absolutely no consideration from the White South.

Negroes Give \$3,000,000 Annually

The Negro gives more than \$3,000,000 every year for the support and improvement of his educational institutions and is showing more initiative towards important commercial relations.

Southern Negro Revolving Pivot

And so, in all his achievements—in business, economy, education, religious activities, invention, literature, art, in the sciences, in the field of exploration, in the military and in athletics, music and song—it is the Southern Negro who forms the pivot upon which the fundamental development of the colored race and upon whom do they depend for ways has and always must revolve. Indeed, if the Negroes of the South would but think, they would feel constrained to spurn outside propaganda sent here by some Negro leaders of the North—pretending to

tell them what they should do and what they ought to do—when the very foundation of the Negro's success as a race depends upon the Southern Negro and his initiative. Indeed, with but slight exception, if any, every line of endeavor leading to practical obtainment for the Negro race emanates from the Southern Negro.

Some Negro Leaders of the North In Error

This erroneous propaganda sent broadcast over the South by some Negro leaders of that section in an effort to persuade the less thoughtful of our people here to break up their homes and go to the North is preposterous. These propagandists know that even as they advise our people to come up there—they, themselves, are becoming more anxious every day as to just how to cope with the rapidly spreading race discrimination in the North—they know that this condition was brought about by large numbers of Southern Negroes pouring into that section—these propagandists know that every additional hundred Negroes from the South makes it harder for the Negroes already there and adds to that army of unemployed Southern Negroes already there.

They pretend to be helping the race by advising our people here to come North—when these propagandists of the North know that should hundreds of thousands of Negroes leave the respective centers of considerable Negro population in the South, and go North every year, Negro institutions of the South, such as colleges and universities, their religious activities, their business enterprises, particularly their insurance companies and many other lines of work, would become terribly shaken because of the loss of Negro patronage and many of them would fail—thus weakening the fundamental development of the Race, which today, to an overwhelming degree, depends upon the stability of the Southern Negro.

Labor-1926

Migration Movement. NORTH VERSUS SOUTH

People who live together think and feel about the same. At least this is true of many questions. It is even true of the race problems.

Take for instance the inter-racial committees. In the south these committees are made up of white business men, manufacturers, *Chicago* *28-8-26* *Chicago* *Ill* undertakers, ministers and business men. Each group opposes the migration of Negroes. *28-8-26* Why? Neither group wants to lose its employees or its patrons. And the migrating Negroes are the patients of the Negro physician, the members of the Negro minister's church, the potential corpses of the Negro undertaker, and the policy holder and general patrons of the insurance promoters and business men. As applied to the southern white member of inter-racial committees, the Negroes constitute, in about equal proportions their employees and their patrons. Nearly all of the Negroes work for these white manufacturers and business men and they likewise spend all the money paid them in wages right back with those employers. The migrants, therefore, serve the dominant white south in two capacities; they help flood the labor market and keep wages low, and they help the prosperity of both white and colored business men by spending those lower wages with such business men.

Probably no reader has heard of one of these Negro or white business men who was not opposed to the migration of Negroes from the south. Likewise, we seldom find Negro or white business men of the north who do not favor the migration of Negroes to the north. (If there is an exception you will find the paid accelerator whose business is to boast the beauties of Dixie and to herald its bright spots.) Now the northern man of both races has the same reason for wanting Negroes to come to his section that the southern man has for desiring the migrants to stay. Because what the south loses, the north gets. When the south loses Negro employees from the farms and factories and patrons from the businesses and professions, the north gets those additional employees and consumers of the products which they also produce. That's why the Negro minister who opposed migration while he was in Texas or Mississippi, favors migration when he gets to Chicago or New York.

We have no inclination to reflect upon the work of inter-racial committees; we simply

want their work understood. Nothing happens without a reason why it is so rather than otherwise. Human beings are thoroughly selfish. Their motive is always self-interest. By bad judgment they may not secure that best interest, but they are always seeking self-interest. Moreover, self-interest may be compatible with the public good. For instance, in the effort to keep Negroes in the south, both the Negro and white leaders have combined to produce the conditions which will retain their employees and patrons. They have destroyed obstacles and increased benefits. They have lessened misery and augmented happiness. Lynchings have dwindled to sixteen a year. School appropriations have been doubled and quadrupled, North Carolina alone voting a bond issue of two million dollars, a few years ago. Pullman cars are frequently available for the colored brother, everywhere except Florida. Soon we may be able to ride even in Florida. Already the states are flirting with the Negro's right to vote. Residential segregation receives more jolts in Virginia and Louisiana than it does in Michigan and the District of Columbia. The Ku Klux Klan is more roundly rebuked in Texas than in California or Indiana. And why? All because the Negro was leaving—leaving with his labor, his docility and his love—shifting his patronage to northern stores, physicians, undertakers, factories and fields. Here is a true explanation of the work of inter-racial committees—a good work—a virtue made out of a necessity. It is, however, no less a virtue, and the only kind of a virtue which may be constantly depended upon. Men eat constantly because they need to eat constantly. They love and labor daily because their needs correspond with these periods. White and black unite in inter-racial committees and adopt common action because they have common wants, longings and desires. They yearn for labor. They crave patronage. Where interests are common alliances are advantageous.

Enquirer
York - S.C.
OCT 12 1926
WHAT THEY SAY.
Editorial Comment Clipped
From Our Exchanges.

Water Wagon Has New Meaning.

The mayor of a little town in Ohio has adopted a new method of punishment for four men who were brought before him on the charge of intoxication. For every day they do not drink a gallon of water while they are in jail an additional day is to be added to their sentence. He said he was prescribing the water cure so that the men could irrigate their systems and break the habit of indulging in intoxicants.

To many the drinking of a gallon of water daily would hardly seem like a punishment at all. Indeed, it is often urged by professors of physical fitness as one of the ways of promoting health. But it is possible that some men have an aversion to water, and in that case it may well be regarded in the light of a penalty. But no matter how it be accepted by the culprits the Western mayor is surely entitled to the distinction of having given a new meaning to the old jest concerning the water wagon.—Philadelphia Inquirer.

Judge Webb and the Law.

Federal Judge Yates Webb of North Carolina in a recent charge to a grand jury in Charlotte, is quoted in the correspondence to the Greensboro News as saying that the curse of America are the rich men, breeders of anarchy, who in order to satisfy their appetites, violate the prohibition law, but who at the same time oppose giving the same privilege to the masses. He expressed the hope that "the stuff they insist on drinking will rot their insides out and that their race will vanish from the face of the earth." In the eyes of the law there is no distinction between a rich man and a poor man violating the statutes, but the point this Federal judge stresses is one of the greatest drawbacks to real prohibition enforcement. However drastic and severe this expression from the bench, it comprehensively covers the conditions, not as they should be, but as they exist today. When the prohibition law is so effectively enforced that the rich man cannot get his dram, then the less favor-

ed will not be found so persistently attempting to imitate him in that respect.

Negrotide Sweeping North.

Late census bureau announcements show only one Southern state—Mississippi—with more negroes than whites, and even this condition is rapidly turning to a white majority. In South Carolina the white race has just emerged as a majority, for the first time since 1810.

The San Francisco Chronicle concludes that the big shift of the negro in the last decade from South to North has been the attraction of higher wages in the industrial North. This opinion is probably right in a large measure, but our guess is that psychology has the bigger finger in the pie.

The negro within the last fifty years has been more and more educated in the South and he soon learned in this day and time that his ancestors wore few chains in the North. This influence has been an impelling one. There has been no let-up in the drift of the negro North, as many thought there would be at the close of the World war.

In every respect we think the migration of the negro to the North and West is a splendid move. It is good for the negro and the white race as well. It solves to a nation-wide degree the race question and it distributes the negro around so that ultimately each state will have approximately the same number.

When this distribution has been adjusted, so that the negro is at home anywhere, but not in the majority here nor there, the negro will be broadened by learning to paddle his own canoe and to help choose the sort of government he deems best. The fact that he has always been called a Republican in the South is not wholly the fault of the negro.—Columbia Record.

OCT 24 1926

Exodus of Negroes To North Is Great

The Associated Press.

NEW YORK, Oct. 23.—The migration of negroes from the South has been so great during the last few years, the board of missionary co-operation of the Northern Baptist Convention has announced, that there are now more negro than white baptists in both New York and Chicago. The increase has been so great in Detroit that whereas there were only five negro Baptist churches there in 1917, there are now sixty.

The northern influx of negroes and the great increase throughout the country of wide unchurched suburban belts were named as two standing problems to be met by a special \$1,000,000 fund to be raised next year by the northern Baptists for church building.

At a conference of denominational leaders representing national, state and city organizations, it was reported that almost every fast growing American city is surrounded by a suburban belt where there are few churches or none at all. This suburban movement, it was said, also has resulted in draining the old city churches of their congregations.

John D. Rockefeller, Jr., it was announced, has pledged \$250,000 outright and another \$50,000 contingent upon other contributions. This money to be applied to the present year's budget. For the year beginning May 1, 1927, the budget has been fixed at \$6,435,000.

who have sought those fields have come back greatly disillusioned

During and shortly after the World war the removal of Southern negroes to the North and Northeast occasioned much comment again. As a matter of fact, this movement has been going on more or less actively ever since the emancipation of the negro slaves, and even before, for many of the free negroes preferred the North. In later years it has been opportunity to labor in the industries in the great industrial centers that has chiefly lured the negroes away from their homes in the South. A great many of those who have emigrated to the North have not found their working or living conditions as satisfactory as they expected, and they have returned. With further development of big industries in the South affording more employment for negroes, it is to be expected that the Northward movement will tend to diminish perceptibly. The material growth of the South is of such an extent and nature that there is not much likelihood of the negro population here shrinking in the future.—Selma Times-Journal.

*Tallahassee
Ala. Home*

cent cotton NOV 10 1926
NEGRO MIGRATION

Many rumors are heard of a negro migration from the cotton sections of the South to the industrial centers of the North, but railroad officials do not corroborate these stories. There is a movement of negro labor from the farms to Birmingham and points farther North, at this season every year, which usually follows harvesting time, but there is no evidence that it is on a larger scale this year than other years. Congested labor conditions in all of the large cities with a hard winter coming on, are factors which are likely to prevent an exodus of negroes from the rural sections of the South this year. Employment is not readily found in the big cities and the cost of living is so prohibitive that many negroes who have sought those fields have come back greatly disillusioned

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COLUMBIA, S. C.

Record
NOV 7 1926

NEGRO BUILDING TO BE DEDICATED

Governor and Mayor Participate on 11th--Honors Mother's Two Sons

The highest officials of the state of South Carolina and the city of Columbia will speak at the dedication of a building erected by a colored mother to the memory of her two sons, who lost their lives for this country's cause in the recent World war in France.

Matilda Griffin, an esteemed colored woman of Columbia, has had a two-story building built at 2029 Taylor street, as a memorial to Sergeant Samuel Griffin and Private Clifton Griffin, her two sons, who both laid down their lives for democracy on the battlefields of Europe, and Armistice day, November 11, has been appointed as an appropriate time for the dedication. Governor Thomas G. McLeod and Mayor L. B. Owens are both

to give addresses at the ceremony, which is to be conducted at the Benedict college chapel at 1:30 in the afternoon, and numerous prominent personages of both white and colored races are to participate in the elaborate program which has been arranged.

The building itself has just been completed, and is a modern two-story brick structure with store rooms and a cafe on the ground floor while the second floor is to be devoted to an assembly hall and offices for the administration of various civic, religious, philanthropic and business training organizations.

Dr. John H. Goodwin is to be in charge of the ceremonies and the invocation will be pronounced by the Rev. H. W. Long. Beside Governor McLeod and Mayor Owens, the speakers for the occasion include Prof. W. H. Hilyard of Greenwood, Ensign R. E. Bergen of the Columbia post of the Salvation Army, Prof. W. A. Bell, Atlanta, Ga.; Joel H. Jackson of Columbia, and Rev. D. H. Sims, president of Allen University.

Special music has been arranged for the occasion, and numbers will be rendered by members of the Columbia Salvation Army, the Benedict college glee club, and the Allen university quartet. At the close of the services at the Benedict chapel, W. M. Manigault, an ex-trooper of the 10th United States Cavalry, will sound taps, and the meeting will adjourn to the Memorial building on Taylor street for a concluding service.

Pictures of Matilda Griffin's two boys will be unveiled by representatives of several negro societies as they are placed in the building, and the audience will join in the singing of the national anthem.

ROCHESTER, N. Y.

Chronicle
NOV 10 1926
NEGRO OF NORTH

IS HERE TO STAY

Intrenched in Economic Utility, Club Told.

Negroes within the last fifteen years, during which time their numbers in the northern sections of the United States have doubled, have firmly intrenched themselves in northern industry, Eugene K. Jones, of New York city, executive secretary of the National Urban League, declared last night in an address before the Social Workers' Club of Rochester at the Baptist Temple.

The coming of the negro to the North has accentuated the race problem of blacks and whites in the United States, but by giving the colored race a chance to prove its merit

in industrial occupations, has pointed the way toward a solution of the social problem, Mr. Jones said. The Negroes, he said, sought only economic equality and social segregation, with the extent of their relations with the whites dictated only by the necessities of economies.

The Negro, he concluded, is in the North to stay, because of his economic utility; and for that reason it was up to both colored and white social agencies to co-operate in solving the race problem presented by a minority black population.

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Labor-1926

Migration Movement.

MOB RULE CAUSES BIGGEST EXODUS IN HISTORY OF SOUTH

The greatest single race migration this country has ever seen is getting under way in the southern states. Determined to punish the South for her continued lawlessness, segregation and disfranchisement, members of the Race by the thousands are pulling up stakes and leaving. Tired of a program of mob violence and insult that shows no signs of change, the entire Race population of many sections is preparing to seek out a new home in the Northwest and East, where at least a chance exists for a decent living.

Not in years has America faced so significant a migration movement. From all parts of the South reports are coming in of additional parties being made up of dissatisfied victims of peonage and outrage. There is scarcely an area of any size that is not sending its quota North.

It is no scattered, ill-advised uprising. This migration is well ordered, and thoroughly organized. The migrants will not crowd to the industrial centers where there is little need for their services, but will seek the farming communities of states like Michigan and Wisconsin. It is expected that the movement will be well under way by mid-August, and will continue through the summer.

NEGROES ADVISED TO STAY IN SOUTH

One Week Campaign Staged In Charleston to Explain That "South is Natural Home of the Negro."

CHARLESTON., June 25.—Bishop Joseph J. Higgs and Dr. E. B. Mitchell, of the Modern Education and Religious Bureau and Washington College of Psychology, a negro institution working in behalf of the uplift of the race, have arrived in Charleston for a campaign among local negroes, which will continue one week.

The following is from a piece of literature distributed by the institution:

"The principles for which we stand and have labored for since our organization fifteen years ago.

"1. That the South is the natural link that and to feel that and to act it, and any man or woman who teaches otherwise is our greatest enemy—morally, physically and mentally, politically, agriculturally and religiously.

"4. There is no greater proof of friendship than understanding, and if

the white man does not understand us in three hundred years after having reared us and taught us what we know, driven his carriage, tilled his fields, laid down and arose according to his direction for three hundred years, and home of the negro.

"2. That the Southern white man is our friend.

"3. That we need to know that, to to now claim that we cannot understand him and must leave for some other section is nonsense. It was the white man that placed us in the Southern section of the country and these three hundred years has made the South our natural home.

"5. It is very fitting, therefore, for the negro to remember that it took the white man five thousand years to arrive at his present standing in the world, and that he took us along with him just three hundred and sixty years to share with him in his most wonderful result of our stay with him and under his administration of affairs. It is said that we have outstripped any race or group that ever lived in so short a time. We have fought by him and under him and by his direction in every war that spelt American liberty. Now let us not deceive ourselves, but be patient and not hasty. Let's stop grumbling and go to work; Let's lay down undue suspicion and become self-controlling, respect everybody and practice to the greatest degree politeness and gratefulness to every man and God and nature will bless us.

Thomas G. McDuffie, President

JUNE 10 1926

WHAT ABOUT THE NEGRO?

Alex Reid, one of the leading Negroes of McDuffie county, and who has given the Negroes' problem mature thought thinks it is time for the white people of the county to give some serious thought about the Negro exodus from the county to other places.

He believes that much good could be done through encouraging his people. For instance, if some prominent, well-meaning white men should visit their churches and schools and talk to them along the lines of encouraging them in their work and schools. While there is plenty of employment for the colored folk, they

remedy is a white, crystalline substance called Paradichlorobenzene. here is no use taking up space here to tell how this material is used. I will be glad to tell and show you in person if you are that much interested in saving your trees. The important thing now for you to know is that it must be placed around the trees between October 10th and 15th, since at these dates the soil temperature is just right for perfect results. Therefore it behooves you to see the agent and place your order at once for this material if you want to insure the life of your tree another year with its bounty of fresh fruits. Last year we used paradichlorobenzene on the orchards of Messrs. R. Guy, George Gatling, C. B. Jones, J. C. Wall, and W. H. Culpeper. All of these men are enthusiastic over the perfect results received and will gladly tell you that it says. All of these men have had it oozing from the base of their

RESTLESS SHIFT OF THE NEGROES

The public does not hear much in late days of the migration of Negroes from the South to the North and West, the general impression being that the "movement" had subsided months ago. As a matter of fact, however, more Negroes are going out of the South to points beyond Washington at the present moment than was the case when the exodus was at its height, because then they went in car loads at intervals, while now they are going in car loads every Saturday night. Southern train No. 23, which comes in from Augusta at 8:30, is the channel of transportation and this train leaves Charlotte each week-end with from two to three cars loaded with Negro women and children. In the earlier stages of the exodus the crowds were made up almost entirely of men; the circumstance of preponderance of women and children in the movement now under way is taken to mean that these are going to join the men of the families. Most of these women and children come out of South Carolina; many from Georgia and a few from Louisiana. Where do they get the money for transportation? No one down this way seems to know, but the supposition is that employment agencies North are at the back of it.

And yet, while this movement Northward of the women and children is going on each week, there is a counter-movement in progress, for each week the Southern brings back squads of men, women and children. The homewardbound contingents, however,

are not as large as the outward go, and the South is still losing its Negro labor, the number returning not being sufficient to balance the number going out. The Negro population appears to be in restless state, content neither at the North nor at the South, and this may be because the Negro is largely at the mercy of the "employment bureaus," responsible in days past for so much of disturbance in his condition. Charlotte Observer.

Labor-1926
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Not in years has America faced so significant a movement. From all parts of the South reports are coming in of dissatisfied victims being made up of outraged. There is of peonage and outrage. There is scarcely an area of any size that is not sending its quota North. It is no scattered, ill-advised uprising. This migration is well organized and thoroughly organized. The migrants will not crowd to the industrial centers where there is little need for their services, but will seek the farming communities of states like Michigan and Wisconsin. It is expected that the movement will be well under way by mid-August, and will continue through the summer.

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the white man does not understand us in three hundred years after having reared us and taught us what we know, driven his carriage, tilled his fields, laid down and arose according to his direction for three hundred years, and home of the negro.

"2. That the Southern white man is our friend.

"3. That we need to know that, to stand him and must leave for some other section is nonsense. It was the white man that placed us in the Southern section of the country and these three hundred years has made the South our natural home.

"5. It is very fitting, therefore, for the negro to remember that it took the white man five thousand years to arrive at his present standing in the world, and that he took us along with him just three hundred and sixty years to share with him in his most wonderful result of our stay with him and I will gladly tell you that it under his administration of affairs. It is said that we have outstripped any race or group that ever lived in so short a time. We have fought by him and under him and by his direction in every war that spell American liberty. Now let us not deceive ourselves, but be patient and not hasty. Let's stop grumbling and go to work; let's lay down undue suspicion and become self-controlling, respect everybody and practice to the greatest degree politeness and gratefulness to every man and God and nature will bless us.

ESTLESS SHIFT OF THE NEGROES

The public does not hear much in late days of the migration of Negroes from the South to the North and West, the "movement" had subsided months ago. As a matter of fact, however, more Negroes are going out of the South to points beyond Washington at the present moment than was the case when the exodus was at intervals, while now they are going in car loads every Saturday night. Southern train No. 23, which comes in from Augusta at 8:30, is the channel of transportation and this train leaves Charlotte each week-end with from two to three cars loaded with Negro women and children. In the earlier stages of the exodus the crowds were made up almost entirely of men; the circumstance of preponderance of women and children in the movement now under way is taken to mean that these are going to join the men of the families. Most of these women and children come out of South Carolina; many from Georgia and a few from Louisiana. Where do they get the money for transportation? No one down this way seems to know, but the supposition is that employment agencies North are at the back of it.

And yet, while this movement Northward of the women and children is going on each week, there is a counter-movement in progress, for each week the Southern brings back squads of men, women and children. The homewardbound contingents, however,

are not as large as the outward go, and the South is still losing its Negro labor, the number returning not being sufficient to balance the number going out. The Negro population appears to be in restless state, content neither at the North nor at the South, and this may be because the Negro is largely at the mercy of the "employment bureaus," responsible in days past for so much of disturbance in his condition. Charlotte Observer.

WHAT ABOUT THE NEGRO?

Alex Reid, one of the leading Negroes of McDuffie county, and who has given the Negroes' problem mature thought thinks it is time for the white people of the county to give some serious thought about the Negro exodus from the county to other places.

He believes that much good could be done through encouraging his people. For instance, if some prominent, well-meaning white men should visit their churches and schools and talk to them along the lines of encouraging them in their work and schools. While there is plenty of employment for the colored folk, they

SELMA, ALA. 12-10

How Negroes Live In Northern Cities

The Kansas City Star draws a disenchanting picture of the conditions of negro life in that growing Western city and lays the blame for the meager unsanitary environment which hedges about the negro community on the suddenness of the negro influx and the negligence of the authorities to make any plans for housing or safeguarding these elements of community life.

The conditions, as shown by actual photographs of the districts in which the negroes live, "seem almost unbelievable," the Star says.

"That they have been tolerated in a civilized community can be explained only by the fact that the great majority of citizens have been in total ignorance of them. Rotting, dilapidated shacks, surrounded by all kinds of filth; littered streets and alleys; insanitary sewer connections, or none at all; dark and poorly ventilated dwellings; large families crowded into a few rooms—all conditions that breed disease and crime—are a part of the daily life of many people in this enlightened city," the editor continues.

Reports of similar conditions have come from Chicago, Pittsburgh, Philadelphia and other Northern cities to which negroes migrated in large numbers during and after the war.

The existence of such conditions explains why so many of the negroes who went "Nawth" expecting to find the pot of gold at the end of the rainbow, have returned. South, disillusioned, and with a new realization of the truth that in the South the negro lives easier, happier and finds his greatest opportunities for genuine progress. But, many of the negroes who went into the Northern cities and industrial districts will remain in them, and until better provision is made for their housing needs, they will constitute a serious menace to the whole population of those centers.

SELMA, ALA. 12-10

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Negro Migration

Many rumors are heard of a negro migration from the cotton sections of the South to the industrial centers of the North, but railroad officials do not corroborate these stories. There is a movement of negro labor away from the farms to Birmingham, and points farther North, at this season every year which usually follows harvesting time, but there is no evidence that it is on a larger scale this year than other years. Congested labor conditions in all of the large cities with a hard winter coming on, are factors which are likely to prevent an exodus of negroes from the rural sections of the South this year. Employment is not readily found in the big cities and the cost of living is so prohibitive that many negroes who have sought those fields have come back greatly disillusioned.

During and shortly after the World War the re-

moval of Southern negroes to the North and North-east occasioned much comment again. As a matter of fact, this movement has been going on more or less actively ever since the emancipation of the negroes, and even before, for many of the free negroes preferred the North. In later years it has been opportunity to labor in the industries in the great industrial centers that has chiefly lured the negroes away from their homes in the South. A great many of those who have emigrated to the North have not found their working or living conditions as satisfactory as they expected, and they have returned. With further development of big industries in the South, affording more employment for negroes, it is to be expected that the Northward movement will tend to diminish perceptibly. The material growth of the South is of such an extent and nature that there is not much likelihood of the negro population here shrinking in the future.

OCT 30 1926

GOOD ADVICE TO NEGROES

There appears to be a deal of unrest in the rural and farming districts throughout the South, caused by the low price of cotton. Unfortunately for the discouraged farmer, he was compelled to sell his cotton at about one-half of what it cost him to make it. This unpleasant condition does not only affect the farmer, but indirectly it affects us all, for on the prosperity of the farmer rests the prosperity of the industry and commerce of the country.

The one regrettable thing that has grown out of this condition on the farm is that thousands of well-trained and experienced farmers have abandoned the farms and gone to the cities with the hope of bettering their condition by securing work in the industrial plants, coal mines and other jobs in and around the cities.

Today our city, along with other industrial cities of the state, are becoming congested with an overplus of unskilled labor. Meanwhile the industries, too, on account of slow demand for their products, are forced to run short-handed and part time. They are trying to look well after the old employees with the hope that the lag in the industrial field will only be temporary. These conditions in the cities of the South are becoming more alarming daily by the return of our people from the North and East.

To the farmers of the rural districts, my advice would be to cease from this shifting and transient idea and try to make the best of life at home on the farm, as every effort is being made to increase the price of cotton, and even at the present time conditions on the farm are far better than being in a congested city without a trade or a job.

Birmingham, Oct. 29.

REV. W. H. HUNT.

Black Belt Negroes On The Move

"I heard the other day," said D. W. C. Yarbrough, "that a sort of exodus of negroes is starting from the Black Belt, due to low cotton prices. And nearly all of these colored people are heading for Detroit, so I am told. They expect to obtain employment in the industries there. It is a good thing. As long as negro tenant labor is available, the temptation is irresistible on the part of Black Belt landowners to grow cotton. The labor don't know anything else but cotton. If every negro left the Black Belt it would be the best thing that could happen, because then that country would turn to dairying, its natural use. Milk can be produced there cheaper than anywhere else. An acre will pasture a cow down there. It is the greatest opportunity any part of Alabama has ever had. The thing to do is to send to Minnesota and other dairying states, and get white folks who really understand the business and will make a success of it. The Department of Agriculture and Immigration of Alabama can do no better service for the state than to begin efforts to induce immigration of that class."

MOBILE, ALA. 12-10

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SELMA, ALA., 1926

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trades, and in the South, where there is no off-season for construction, they get good wages and can afford to live comfortably and well. The colored man, as he prefers to be called, is given due consideration in the South, his home. Well-behaved, industrious and ambitious men of the colored race undertaking to become leaders among their people in the learned professions are given consideration and accorded place that they deserve. The artisans, skilled workers and laborers among them are very seldom discriminated against, and they find in the South the outdoor work that is best for them; schools for their children and a friendly interest on the part of the white people who appreciate the need for workers acclimated and reliable.

An occasional movement of considerable numbers from the South northward causes apprehension among employers of colored labor, the start often begun by some construction company with a big contract and the idea that negro labor can be handled as Chinese coolies or other alien, ignorant labor. Disappointed negroes find their way back to Dixie after such experiences, and they are generally content to remain in the South thereafter. They belong where the sun shines almost all the year; their home is the big outdoors, and here they can work out their destinies as they will. Except in politics there is no bar set against the negro's progress, and he may attain whatever heights he is capable of, in science, art, literature, finance, philosophy, without hindrance or rebuff. This is his home, and here he is understood and appreciated at his worth.

Labor-1926

Migration Movement

Warrenton, Ga. Journal Herald

JAN 29 1926

NEGROES RETURN TO DIXIE HOMES

Steady Backward Swing Of
Blacks From North.

RAIL STATIONS CROWDED

ATLANTA.—Alarmists learn in the long run that it never pays to get alarmed. Not since the rise and fall of the mushroom millionaires of '19 and '20 has any event caused as much comment as the exodus of southern negroes to the North, being linked with the loquacious servant problem.

In Georgia there were excited predictions of starvation, what with the boll weevil in the field and niggers to chase them out. It would not be long the statisticians figured, until the South would be entirely rid of its colored population and some of the pseudo politicians busted their minds with efforts to produce legislation of kind to keep it at home, as though it were possible if it wanted to go.

Now the negroes are coming home—coming unceremoniously without excitement. During recent weeks, according to railroad men, there has been a steady backward swing from the Northern industrial centers, the explanation being a forecast of a long, hard winter and also the fact of industrial stagnation in some places. They are passing through the railroad stations in hordes and few, if any of the newspapers have taken note of the homeward trek.

To what extent the exodus was stimulated by the alarmists, in the first place, will never be known but beyond that there is nothing groes who did not want to leave the South and would not have thought of it were swept away by the excitement that was stirred up.

The negro it was pointed out here is going to move a little more freely hereafter than has before

but beyond that there is nothing particularly significant in his re-

Beaufort S.C.

Gazette

JAN 14 1926

NEGROES COMING

BACK SOUTH

One of the signs of Southern prosperity is the fact that the tide of negro migration is now distinctly from the North to South. A story in the Washington Star of last Sunday tells of a "steady backflow" which makes railroad officials think the movement is more permanent than seasonal. Christmas might have had something to do with it and the need of help in Southern resorts account for some of it, but not all of it by any means. Like all, or nearly all migrations of labor, some of the migrating units stick and some flow back. The beginning of the flow back movement indicates the coming of what may be described as normally, that is, the migration tide ebbs and flows and then, except for little waves now and then, the waters settle down to quiet. Many negroes went North because they thought they could make more money there; some did make more money; others found that living conditions for them were even worse in the big Northern cities than in the South. Many found harder work than they ever had done before. The tide carried more than the North needed, and gradually the overplus is coming back "home."

If the South were not in a prosperous condition the chances are the migration Northward would continue. Every condition seemed to indicate that negroes would flock North in ever-increasing numbers of years—and yet the tide already has turned. The South is prosperous, it is the negro's natural home, he was disappointed in the North in many instances, he has heard stories of the new riches of the South, and it is not at all surprising that he is coming back and that he is crowding "hap-

pily," as the Washington story says, the southbound trains.—Savannah Morning News.

Savannah, Ga. CHRONICLE

JAN 25 1926

The Return to the South

Somebody has been watching the trains or counting tickets on the negroes coming South from Chicago, according to the following news dispatch from the Windy City.

Below zero weather and unemployment are driving back to the South thousands of negroes lured north in the last three years by hopes of easy work and big money.

They have found neither. Instead, they have found racial lines much closer drawn than in the South and have discovered that they must pay high prices and pay on the nail for everything. Their food, clothing and housing requirements are much greater than in the South, so they are drifting back in large groups.

Colored investigators say every train for the south carries a group of sadly disillusioned negroes, anxious to get back to the cotton fields, back where the people understand them and sympathize with them, and where they are assured of something to eat and a roof over their heads.

It is estimated that in the last month fully 3,000 negroes have returned to Dixie, most of them already assured of employment the forthcoming season, either in the fields or as artisans, for many of them have learned useful trades during their sojourn in the north, where the labor unions bar them from working at their trades.

The heaviest exodus was around Christmas week, but the movement southward is steady. It is believed the number returning will run fully 5,000 or 6,000 before the winter season ends here.

By way of comment it may be said that a great deal more Chicago folks than that are coming South this winter and most of them are coming South to stay.

Savannah, Ga. NEWS

JAN 16 1926

FLOATING POPULATION.

Time was when the negroes in the United States did very little moving about. Whatever floating there was from country to nearby big city. A negro from another big city was a rarity. But all that is changed now and there are thousands of negroes who make frequent long trips between North and South; these are not merely men, but women, too. A few years ago there began a great migration of negroes northward, lured by stories of tremendous wages and steam heated houses and delights of big cities; immigration restrictions and the opening up of a period of greater industrial activity seemed to give them good grounds for believing the stories of the Promised Land in the North which was described to them. That migration has ended. Some negroes yet will go North but their number will be small. A few days ago the Morning News called attention to reports of railroad stations in the North crowded with negroes coming back South. The Promised Land has not lived permanently up to its promise.

And now another story has gone out—of the demand for labor of all sorts in Florida and the high prices paid there. Many negroes have traveled from other states by motor truck into Florida, with almost a premium on standing room in the trucks. The Manufacturers' Record speaks of the "southward movement of negroes" as a "great economic factor," which it is, and that is true whether most of the negroes from states nearer to Florida or from the big cities of the North with their cold winters. A negro woman in Savannah two or three days ago was asked by a friend why she was not in the North whither she went a few years ago, and her answer was, "When it begins to git so cold that my bones can't stand it, I just has to come back South."

Anyhow the migration North and the migration South makes it necessary to look upon a considerable percentage of the negroes of the country as a floating population, which will go where the greatest activity is, where can be found the greatest demand for labor. There is nothing mysterious about this except that it is a somewhat new thing in regard to the negro. The difficulty is that many of the race will think it more profitable to go from place to place about the country in this way rather than to settle down and try to pay for a home and a little piece of ground and be independent. A general period of depression would hit the floating population very hard; it always is the first to suffer and the last to recover in such a period.

There is a lesson in this for employers of negro labor. Stories of jobs somewhere else are always more alluring than jobs right at hand. If negro farm labor is to remain on the farms, opportunity must be given, as it is in thousands of instances, for that labor to acquire pieces of land if it has the energy and ambition to do it. And the leaders of the race must continue their good work in pointing out the tremendous advantage a man who owns a bit of land and a home, however small his beginning, has over a laborer.

WHITE AND COLORED MINISTERS CONFER

The Negro ministers of Greensboro, N. C., were recently the invited guests of the white ministers at a regular meeting of the Ministerial Association. The purposes of the joint meeting were to establish better understanding between the two groups and to confer as to the possibilities of co-operation in meeting the religious and civic needs of the community. The meeting is said to have been mutually helpful.

PROMINENT WHITE AND BLACK EDUCATORS ADMIT MOB-RULE AND PREJUDICE SPREADING IN NORTH

WHOLESALE RACE DISCRIMINATION IN NORTH SEND- ING TRAINLOADS OF NEGROES SOUTHWARD

No matter how substantial the colored citizenry in the respective Northern states may be, no matter how cultured and progressive the members of that citizenry, white people of the North seem more determined to segregate, and otherwise discriminate against it than ever before. Seldom a month passes but one reads in both the colored and white press of the North of race clashes, either in mild or violent forms.

Now we read of a costly negro church edifice being dynamited in Chicago and of landlords tacking insulting signs on "For Rent" properties in white residential districts as a warning to colored people not to apply. Then one reads of how, in Detroit, the homes of several leading business and professional men are violently wrecked, endangering the lives of hundreds of men and women, resulting in a death and a murder trial. Again, during the first part of January, we read that two homes of prominent negroes were bombarded in St. Louis, in an attempt to frighten the negroes out of a residential district where the whites do not wish them to establish homes. Even in the nation's capital racial discrimination is strikingly in evidence. And so the idea of eliminating colored people from white sections in the Northern cities is expressing itself in threats and in actual violence, proving that race prejudice is rapidly spreading over the North, a section of the country whose captains of industry, while painting such beautiful pictures of the negroes' opportunity up there, left out of the picture all traces of the fact that they would be required to keep in their place.

The Southern Negroes, as they get more training and education, as they make for clean morals, as they enter

into business in the big way, are showing signs of seeing the necessity for pulling together and building their own hotels, restaurants and places of amusement; and constructing them so fine that they will have no need to be ashamed of them. And surely they will feel more at ease when they walk into their own establishments where there will be no question about being served and absolutely no discrimination.

So much impracticable advice has been offered to the colored people of the South by their well-to-do cousins in the North, that they have not been able to concentrate their thoughts and energies along lines destined to be most beneficial to them. Perhaps, now, that mob violence and prejudice are being used by Northern white people on their colored citizenry, our cousins will be kept so busy trying out the remedies, which they so readily offered the black South, in an effort to protect themselves, that the colored people here will get a chance to think for themselves.

So serious have racial differences become in the North during the last two years that inter-racial committees have been established in Chicago, Detroit and other large cities where negroes are found in large numbers. This move on the part of leading white and black men, desirous of keeping a spirit of harmony between the races, is undeniable proof that race troubles are getting acute in the North.

WILMINGTON DELAWARE EVENING
JANUARY 9, 1926

NEGROES RETURNING SOUTH.

(From Houston Post-Dispatch.)

There are no official figures available on the movement of negroes to and from the South, but observations at railroad stations and upon railroad trains by those interested in the matter convince them that there is a mighty migration of colored folks from the North back to the South this winter.

The movement is not so apparent in Texas as in some of the other States, since not so many negroes left Texas for the North during the boom days after the war, as left the other Southern States. But, here in Texas, too, the homecoming of the wanderers is visible.

Some of those who are returning are merely coming for short visits, of course, but inquiry reveals that great numbers have come back to remain permanently. Many who were lured to the North and East by the promises of superior opportunities did not find their new surroundings utopian, by any means.

In numerous instances, the cities and industrial centers into which they went were not prepared for their coming. The result was the negro immigrants had to put up with bad and sometimes almost intolerable housing facilities, exorbitant rents and discrimination that made them much less comfortable than they had been in the easygoing days in the South.

The health of the negroes transplanted from the South to the North has not been as good as they expected, either. The death rate among them has been large. The negro does not endure cold weather well. His experience has been in warm climates almost altogether. He fares much better from the standpoint of good health in the South. Recent statistics also give the information that there is a high rate of insanity among negroes in the North, induced, no doubt, by the unfavorable conditions under which many of them have been compelled to live.

The South has a place for the returning negroes. There are plenty of opportunities in the Southern States for the honest, industrious negro to make a comfortable living and to acquire a competency. If, as it seems, the fad of going North to look for greener fields, has passed, we shall doubtless see greater effort on the part of negroes to realize upon the opportunities that the South presents to them.

Labor - 1926

Migration Movement.

Hertford - N.C.

News -

MAY 27

NEGROES FLOCK TO THE NORTH

During the past two weeks more than one hundred and fifty negroes have left Perquimans County for the North. In that bunch that have been transferred from this immediate vicinity have gone some of the older standbys, the best cooks, the best washwomen, the best gardeners and the best workers.

The plan of transportation is evidently worked on a syndicate proposition. Some negro from Hertford who has gone north sends back railroad fare for a friend. That friend sends back railroad for his wife or sweetheart. All of the cash is furnished by the northern capitalists.

This condition has been going on in other counties as well as Perquimans. There is Gates, for instance.

The town of Gatesville is bereft of every single negro. None remain. Practically all through the county that are worth having have at least one member of the family in the North.

This condition has not been reached here in Hertford and Perquimans, although a great number have gone and more are planning to go. The work is hard but the cash is good, about \$8 a day. In the winter when the work is not so good, the money less, and the winters cold; then the old element, with a northern brogue, and with northern ways will once more invade their old haunts in this section, and try to take up their old places.

The white people in this town and county, who are losing their colored servants for a trip north, might begin adjusting themselves to a new condition coming and realize that the time for negro servants is fast approaching nihil, and sooner or later they will not be for rent. With this condition the sooner we learn

to do our work the better.

If the negroes prefer the north to the south when we need them most, after having sponged on the south all winter, then the north had better make arrangements to keep them twelve months in the year, as the South always finds an emergency way to meet every condition.

And this isn't sour grapes either.

THOUSANDS QUIT SOUTH TO ESCAPE RULE OF MOB

SEEK REFUGE

IN NORTHERN

FARM AREAS

Migration Is Answer to Misrule

With more than 60,000 migrants already on the move, the approach of the midsummer months has brought into full swing one of the heaviest emigrations of farmers and small holders from the southern states which this country has yet seen. From Georgia, from Alabama, from Mississippi, and from every state below the Mason-Dixon line dissatisfied members of the Race are pouring up into the North. Driven to desperation by the southerners' program of lynching, disfranchisement and mob violence, they are seeking homes in the northern states, where they can be sure at least of comparative freedom from persecution.

The white South has awakened with a shock to this most effective of all answers to its misrule. Without stopping to argue longer, to protest longer, or to bear longer in silence the yoke of southern injustice, the members of the Race who make up so large a proportion of the populations of Georgia, Mississippi and

Alabama have simply packed up and moved away. Their departure is having serious effects in the farming areas, where they have been supplying most of the labor. Already southerners whose money is tied up in large crops, are finding themselves up against it to hire substitute labor.

AVOID BIG URBAN CENTERS

The migration this year is avoiding one of the big mistakes of the movements of former years; the crowding of the cities. Instead of adding to the housing and population problems of the already overcrowded industrial centers, the migration of this summer is finding its outlet in the agricultural areas of the North. The movement seems headed for Wisconsin, Michigan and northern Illinois, settling on all sides of Chicago, but avoiding the crowded metropolis itself.

SOUTH'S MISRULE IS CAUSE

The migration seems to be more definitely planned, and far better organized than any previous movement. Provisions for the care of those who are leaving, jobs for the new arrivals and the proper scattering of the migrants in their northern destinations are being looked after.

The causes for the new departure are the same as those which have influenced the Race to leave the South in previous years. Not only are the lives of the adult population hedged in by mob rule and lack of industrial opportunity, but for the children educational facilities and school privileges are either lacking entirely or are of the most meager sort. The annual report of the superintendent of education for the state of South Carolina shows that the per capita expenditure to average attendance for the white children was \$63.31, for other children only \$9. The average number of pupils per teacher was 21 for the white children, and 42 for the others. The average

salary paid white teachers was \$885.16, as compared with \$261.94 for other teachers.

URGES MIGRANTS TO RETURN TO SOUTHLAND FAVORS SEGREGATION

Declaring that the intermingling of white and colored children in Cleveland schools constitutes a serious social problem, and citing remedies that other cities have found effective, such as segregation and a re-arranging of school districts, the committee on immigration and emigration of the Cleveland Chamber of Commerce has submitted a report to the Chamber of Commerce on the Negro in Cleveland.

The report which may be safely characterized the most damaging to the Negro that has yet been produced in this "Western Reserve" bristles with southern spirit. It touches on the address of the late President Harding at Birmingham, Ala., in which Mr. Harding pointed out that there is "an inescapable difference between white and colored people," and adopts the principles set forth as the creed of the committee's recommendations. The report in part, touching only on the issues vital to Cleveland Negroes, follows:

Cleveland's Negro population jumped from 8,448 in 1910 to 34,351 in 1920, and has been estimated by the Federal Census Bureau at about 50,000 today, quadrupling between 1910 and 1920 and increasing about fifty per cent between 1920 and 1925. Colored residents now form approximately 5.3 per cent of Cleveland's total population. Between 1910 and 1920 this percentage rose from 1.5 to 4.3 per cent. Estimates of the Census Bureau place Cleveland's average annual increase at slightly over 3,000. Local agencies dealing with the Negro situation agree, however, that this figure was greatly exceeded in 1923, but was not equalled in 1921. The increase in 1924 and 1925, according to census estimates, was slightly under the average of 3,000.

Then the report deals with the migration on the whole to northern states and shows the increase of Negro population in the centers like New York, Chicago, Philadelphia, and Pittsburgh, recapitulating the increase in Cleveland as set forth in the opening paragraph. It continues:

Source of Migration

Unlike early northward movements of Negroes, which originated largely in Virginia, Kentucky and the border states, the movement since the war period has been chiefly from the far south or the cotton belt. * * * Of the Negro school children arriving in Cleveland between April, 1921 and October, 1923, 30 per cent came from Georgia; 19 per cent from Alabama, and considerably smaller percentages from Tennessee, South Carolina, Mississippi, Arkansas and North Carolina.

The report then deals in an extensive way with the migratory movement from farms to cities and quotes the report of the Commission on Interracial Co-operation in Atlanta, Ga., as to the classes in which the migrants fall—noting that most of the migrants come from the rural districts of the south. The report then deals with the consequent labor shortage in the south, and quotes J. A. Hill of the Federal Census Bureau as to the immediate causes of the migration, enumerating the well-known evils of southern life, but particular emphasis is placed on the economic demands of northern industries. Discussing the occupation of Negroes, the report sets forth:

The great majority of Negro workers in the north in 1920 were employed either in domestic and personal service or as unskilled and semi-skilled laborers in industry. The number of northern Negroes found in domestic and personal service has increased only slightly in recent years, but the number employed in industry has been rapidly growing. * * * Of the male Negroes working in Cleveland in 1920, over 60 per cent were in manufacturing and mechanical industries * * * indicating that the southern Negro is largely taking the place of the foreign born immigrant as a source of labor supply. In a similar manner Negro women are taking the place of the foreign born woman, to a limited extent. * * * and is far better off where he came from in the South."

After touching on the crime and moral records in which the report cites the new migrant as the worst offender the figures are given as follows:

One-third of all the persons arrested in 1922, 1923, 1924, and 1925 were Negroes. The percentage of Negroes arrested for felony charges in being seven times as great as the percentage of foreign born arrests and also native whites—the most common offenses being stealing, bootlegging, and illicit relations.

Discussing the vital question of "Education and Mental Development" the report furnishes this:

According to the findings of the Division of Reference and Research of the Board of Education, there were approximately 9,000 Negro pupils enrolled in Cleveland Public schools on October 30, 1923, as compared with a total enrollment of 137,000 pupils. Statistics for 1923 from the same source showed that Negroes comprised 6.6 per cent of all the pupils on the same date; that in the grades below the fourth the percentage of Negroes was greater than 6.6 per cent; and that in the grades above the fourth the percentage of Negroes fell below 6.6 per cent and became a progressively diminishing figure. * * * More figures showed that about 18 per cent of all Negro pupils were in junior and senior high schools, as compared with 29 per cent of all white children. It is significant," the report continues, "that of the 1596 southern Negroes who entered Cleveland schools for the first time in September and October, 1923, 87 per cent were enrolled in the elementary grades and special classes, 9 per cent in junior high schools, and 3 per cent in senior high schools. Negroes made up over one-third of the children in overage (retarded) classes. About 15.5 per cent of the pupils in the classes for mentally de-

fective children were colored.

Recommendations Made.

The findings of this report raise the question whether the courses of heart and other diseases among the study which are provided for many colored population creates a situation in Cleveland and other northern public schools are best suited to their cities requiring health measures needs, and whether these courses can be modified as to bring out, to solve the problem. Statics on better advantage useful latent qualities which present course may neglect reveal another serious situation al- or suppress. In short, if the course offered can be made more practical demands attention. The committee believes that these pupils will make a comparatively better showing in our public schools.

Segregation in Schools

While segregation in schools, according to color, is general throughout the South, almost the opposite condition may be said to exist in northern industrial centers to which Negroes have moved in largest numbers. Owing possibly to the smallness of Negro population in the North before the war, the effect of mixed classes was then considered negligible and the need for segregation remote. But since the post-war migration the Negro element of Cleveland schools which before 1917 had only a small colored enrollment, now show enrollments ranging from 25 per cent to 80 per cent, and schools which formerly had no Negro pupils at all, are taking on increasing numbers of them. This change in the complexion of many of our schools has raised the question whether there should be a modification of

From the standpoint of the northern city, then, the influx of colored migrants has produced social problems which are more serious than the economic problem it helps to solve, injurious to his health as compared with the climate of the south, a view believe, than the problems created by which federal mortality statistics also the increase of our foreign white population support. As health and fundamental factor of life and essential to the enjoyment of its benefits, the committee questions whether the health risk more comparable to that of the native does not outweigh the advantages white than to that of the negro. The which living in the North has brought problems of housing which have gradually solved themselves in the economic, legal and political status of the white alien, owing to a higher degree of social assimilability, have the advantages the North holds out proved to be sources of growing concern and difficulty in the case of the negro.

From the standpoint of the northern cities, the recent influx of Negroes has helped to solve the economic problem of finding a supply of unskilled labor. On the other hand, it has accentuated old and created new social problems of a serious character. It has raised again, in acute form, the allied problems of housing and public health which aggravated by race feeling, h

rents and climatic conditions which are adverse to the Negro. The prevalence of tuberculosis, pneumonia, the question whether the courses of heart and other diseases among the study which are provided for many colored population creates a situation in Cleveland and other northern public schools are best suited to their cities requiring health measures needs, and whether these courses can be modified as to bring out, to solve the problem. Statics on better advantage useful latent qualities which present course may neglect reveal another serious situation al- or suppress. In short, if the course offered can be made more practical demands attention.

The situation in Cleveland Public Schools, and in the schools of other cities having a large Negro population, must be considered in connection with the health, housing and moral problems just outlined. An examination of the local school situation discloses some hopeful as well as some deplorable tendencies. In the eyes of a northerner the moral conditions reported in certain schools situated in the Negro quarter are below satisfactory standards, while the academic attainments of the average Negro, though promising improvement, fall noticeably short of the standards established throughout the community. Modification of the educational program to suit the needs and possibilities of the pupils of education and other social measures will be needed to bring out in the Negro who comes North the best that is in him, and to raise to consciousness of the moral principles which have been established in northern schools.

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To correct the deplorable conditions now existing in Cleveland and other northern cities, the committee believes it essential:

1. To relieve the demands of northern industries for southern by adjusting immigration from Europe to meet the economic needs of the country.
2. To establish race relations in Cleveland and throughout the country on a basis of justice and co-operation.

Labor - 1926

Migration Movement.

tion.

Unless these objects are accomplished the committee is convinced that there will be no lasting improvement in the Negro situation. But if they are successfully realized, if number of migrants diminishes and satisfactory race relations are assured, we believe that ways and means can be found, through the friendly cooperation of Negroes and whites, of bettering the deplorable conditions which now prevail locally and in other large centers of the north.

The influx from the south can be limited without infringing upon legal, constitutional or moral rights, the committee believes, by adjusting immigration from abroad according to the economic needs of the country, and thereby reducing the demand of northern industries for Colored labor.

Such adjustment of immigration was advocated by this committee in a report issued on Jan. 24, 1922, submitting several propositions for "a better control of immigration," and recommending among these "the regulation of the quantity of immigration in accordance with the needs of the country and within certain limits prescribed by Congress."

To so limit immigration the committee advocated the establishment by law of a national commission on immigration, the members of which should be appointed by the President, with "only regulative, not administrative powers." The committee recommended that the commission "should include the administrative heads of the State and Labor Departments who have the handling of immigration affairs in their care," and that "rulings of the commission should be mandatory upon the immigration officials."

In advancing this proposition the committee stated, "we advocate a commission because of its adaptability to changing conditions. It would be unwise for Congress to fix the quantity of immigration for definite periods, for this would lead to chaotic conditions as our economic situation changes from time to time."

Apparently made even less progress than he had made in the South, where, it is intimated, he is hurt by "enervating sentiment and hampered by legal proscriptions." Unlike the negro in the South, the negro in New England does not have much of a liking for rural life. He lives in the towns and cities, more than 90 per cent of the negro population being urban. This, compared with 79 per cent of the white population. It is frankly conceded that "the fu-

ture of the negro in New England as an agricultural worker may be discounted altogether."

Taking the race as a whole, it is exceedingly doubtful if the negro has fared any better in any section of the United States than he has in the South. It is true that here they have been often the objects of the cupidity, the rascality and the oppressions of unscrupulous white men. But evidence is not lacking that the southern white man is growing in appreciation of his duty and responsibility to the negro. Just as the negro is in the majority of cases better off among his friends of the South than he could be elsewhere, so the southern white men are realizing that self-interest, if no higher motive demands that he be given a square deal.

NEGRO LEAVING THE SOUTH AS PROTEST AGAINST LYNCHINGS

BIRMINGHAM, Ala., June 28. —

Thousands of Negro families are packing up their belongings and leaving the South, Georgia and Mississippi. These families are moving north of the Mason-Dixon line as a protest against the lynch law and the vicious Jim Crow laws now prevailing south of the Mason-Dixon line.

More than 50,000 have joined in the trek from the states south of the Mason-Dixon line to the north.

Many of the southern plantation owners have become desperate as they see the Negro moving northward. Many of the plantation owners are being forced into bankruptcy because of the lack of a cheap labor supply. Some of the plantation owners are seeking to have immigration bars let down so they can import either Chinese or Mexican labor to care for their cotton.

EXODUS OF NEGROES REPORTED AT SPARTANBURG

Spartanburg, S.C., August 28. — (Special) Many Negroes are again leaving this section for the cities of the north and east, according to local railroad officials. A party of 16 left here yesterday morning and each week sees a half dozen or more entrain for the trip.

Practically all of the negroes leaving now have been sent for by relatives who went up several years ago and now have sent money for the remaining ones to come.

BLAME MIGRATION FOR FEWER CHILDREN

For First Time In History Five Year Olds Drop Below White Rate

DECREASE LARGEST IN SOUTHERN STATES

More Workers Picked North Than West For Their New Homes

WASHINGTON.—The unsettled conditions due to the world war and migration of fully 500,000 colored people from the South has had a telling effect upon the growth of the colored population.

In the year 1920, the last for which figures have been available (1850) the ratio of then number of Negro children under 5 years of age per 1,000 women 15 to 44 was less than for white women of the same age.

Back in 1850 there were 741 colored as compared with 659 white children under 5 per 1,000 women of each racial group, or an excess of 82 colored children. In 1880 the excess reached its highest point with 174 more colored children than white children. Since then a gradual decrease has been indicated for each ten-year period, the number of colored children under 5 having decreased from 760 in 1880 to 429 in 1920, as compared with a decrease from 586 to 471 for white children. It thus appears that during the forty year period, 1880 to 1920, there was a decrease of 331 Negro as compared with a decrease of only 115 white children per 1,000 women of the specific age group.

From 1910 to 1920 the period of our greatest social disturbance resulting from the war and migration,

there was for the United States as a whole a decrease of 90 Negro as compared with 13 white children under 5 per 1,000 women of each racial group. And in this connection it is interesting to note that the greatest decreases occurred in those states from which the largest numbers of people migrated.

The state of Oklahoma showed a decrease of 134 Negro children per 1,000 women; Texas, 126; Mississippi, 120; Georgia, 107; Arkansas and Florida, 103 each; Alabama, 93; South Carolina, 86; Tennessee, 77; North Carolina, 65, and Maryland and Virginia, 52 each.

In the northern states Massachusetts and New Jersey showed increases of 33, and 8, respectively, while New York showed a decrease of only 1; Ohio, 17; Pennsylvania, 20; Indiana, 21; Illinois, 41; and Missouri, 46.

From the data indicated it appears that a greater number of Negro families migrated to Massachusetts, New Jersey, New York, and Ohio, than to Pennsylvania, Indiana, Illinois and Missouri.

Migrants Buying Southern Farms

HUNTSVILLE, ALA. (A.N.P.)—According to Walter G. Buchanan, real estate dealer of Pittsburgh, Pa., and former president of the State College, Northern Negroes are investing in Southern farm properties. Buchanan expresses the belief that there is more happiness among colored people per square mile in Alabama than there is per square mile in Pennsylvania.

"Many of the recent migrants are sending money back to south to buy farms," he explains. "Two of my Pittsburgh neighbors are buying farms in Virginia, and one has just bargained for four hundred acres near Calera, Ala., while I have just taken title to a little spot in Pike County, Ala."

WHITE ATLANTANS FAVOR RACE EXODUS

Criticizing the recent enactment of the Georgia legislature with regard to employees leaving their employers and chiding those who have protested against the migration of labor, the Journal of Labor, published in Atlanta, says in its issue of Sept. 3: "What vested rights have we in any common labor that we seek to prevent his moving from one section to another? Why is it necessary that we hold them in virtual slavery, practice open peonage in order to prevent them leaving the state? The American citizen, whether white or Colored, must be free. He must be free to seek his own advancement and welfare and no state has any right to restrict this freedom. The American Federation of Labor has always insisted on the right and as we approach Labor Day we could do no better than protest against such an iniquitous practice. A practice which is perpetuating the dependence of the white man and seriously impeding progress by insisting on cheap labor. If we wish to keep laborers in Georgia—if we need them—let us treat them fairly and they will stay. If they wish to go elsewhere, let them go."

MISSOURIANS AID MIGRANTS TO FIND WORK

Laborers Who Quit the South Make Good

The Missouri industrial commission, an organization established by the 50th general assembly, is now compiling its fourth biennial report through the office of the secretary, Robert S. Cobb. The report contains information relating to the industrial, business and economic conditions.

The commission through the chairman, C. C. Hubbard, will at the 54th general assembly to broaden the scope of their work with adequate appropriation so that migrants from the southern states may be gotten to the farms and industrial centers more quickly. The report states that recent surveys indicate that men employed in the cotton section of southeastern Missouri have made good. The wages paid them in many instances are much better than the wages paid in the states from which they come. Most of the newcomers report that they have no trouble in Missouri securing all of their money. Many new schools have been erected in southeastern Missouri which give children good educational facilities.

LABOR COMMISSIONER WELL PLEASED

A recent statement made by Labor Commissioner Royce Hinkle indicates that he has been well pleased with the assistance which the industrial commission has rendered his office. "The industrial commission has co-operated with our office in every particular; in its program for a greater labor expansion and in the placement of migrant families it has rendered valuable service to the state." Secretary Cobb, who is in charge of the commission office, will assist Commissioner Hinkle during the fall months in securing cotton pickers.

The bulletin states that an occupational survey has been made of the students in attendance at Lincoln university and also the high schools for race children so as to determine the kind of vocations the graduates intend to follow; this will aid greatly in the placement of workers.

ORGANIZE RACE RELATIONS CONFERENCE

Assisting in the organization of a state conference on race relations of which Mrs. W. C. Winborough of St. Louis is the chairman, was one

of the outstanding achievements of the commission's work during 1926. Two meetings have been held at St. Louis and the third meeting will be held in Kansas City one day before the State Teachers Association will convene in November.

The report says approximately 25,000 were reached during national health week through the aid of lectures, slides, charts and motion pictures. The secretary made a tour through Missouri at the request of the state board of health and emphasized birth registration. It is said that because of the lack of registration of births in Missouri the state has been kept out of the health registration area.

The program of legislation of the industrial commission is similar to that of former years. The chief need, the report states, is for adequate provision to be made for all children to attend school, as the law now requiring 15 race children to reside in a district before a school may be established works a hardship and has been the occasion of keeping approximately 2,000 children out of school entirely. Another great need is a sanitarium to care for the tuberculous.

Greensboro, N. C., News

OCT 3 - 1926

PROFESSOR DUNN TO SPEAK TO NEGROES

Will Urge Them To Remain in the
South—Recently Saw Many In
North Without Employment.

Prof. R. D. Dunn, of Wilson, is in the city and will speak in several negro churches today. The professor will speak to his people, the negro race, urging them to remain in the south, because it is below the Potomac that the negro will find his best friend.

Professor Dunn says he has been in several of the larger cities in the north recently and that he found thousands and thousands of negroes idle, unable to get employment. Many of these idlers are originally from the south and would, if given an opportunity, return and give their best to their native states.

In addition to urging the negroes to remain in the south, Professor Dunn will impress upon them the importance of correct living—honesty, and clean living must be adhered to by the negroes. The white man will stick by the negro who wishes to do the right thing, says the Professor, who adds that he has always found his best friends in the south among the white people. Dunn carries with him a recommendation signed by O. P. Dickinson, an attorney of Wilson.

Assured Fair Treatment, Negro Will Remain On Southern Farms

Editor Constitution: I have noticed with no little satisfaction your editorial of August 10 under the caption "The Negro's Hope," in which you endorsed Professor Kelly Miller's view that there is great hope for the negro

on the farm. I think all educated people admit the disadvantages of our recent rapid urban movement and that as the negro is the most recent group to become a house living group, he will suffer most from the movement. Thought after generations he, like others, will develop strong resistance.

Tuberculosis is decreasing among the white people of Fulton county but very little among negroes. The negro is more healthy out in the open. Your reference to Harlem (New York), in which you state that only 1 per cent of the property occupied is owned by negroes themselves, is worthy of consideration. I wonder if the New York negroes could not give some cause other than that they spend their money for perishing goods. I doubt that such is true of any southern city of note.

THE migratory movement is affecting the churches in the States mentioned above. Its contributive causes are poor schools, poor living conditions, poor wages, disfranchisement and the mob. On almost every train going to or coming from the North, it is hard to get a seat. Those who are going North—the women—are sent for by the men of the family who have preceded them and not by employment bureaus. Those who fill the trains coming South, come to visit the old homestead, to see the "old folks," and their friends. Few of them remain.

The farming conditions in South Carolina, Georgia, and Louisiana are hard and intolerable. Those who remain, do so because they can not get away. The Negro loves the South and if given the proper treatment and encouragement, will remain.

Atlanta, Ga. JOURNAL

OCT 17 1926

Educating of Negroes - Ending Farm Exodus, Authority Declares

Encouraging progress in the work of his organization toward instilling in negro workers satisfaction with their work in the south, particularly on southern farms, is reported by E. B. Mitchell, state director of the Modern Educational and Religious bureau, of Washington, D. C., who has returned to Atlanta after a tour over the state and established offices at 96 Hilliard street.

The Modern Educational and Religious bureau was established by negro leaders who were interested in the welfare of their people, and who believed that their best interests would be served if they remained in the south in preference to migrating northward in response to lures of better jobs that in many cases never materialized.

One of the bureau booklets says: "If you cannot get a job in the city,

go back to the farm, where God first placed you. Till the soil, for verdant fields are crying for help and for masters of the soil. Or go to the great mountains, full of the most precious metals, awaiting the strong arms of miners to free her from her contents. Go back to the wheat, the corn and the cotton. We are sounding the alarm."

Negroes Returning to the South.

A few years ago the unusual exodus of southern negroes into some of the northern industrial centers threatened to diminish the South's labor supply, especially in the cotton fields, to a serious extent. But now there is a notable movement of many of the negroes back to Dixie. In commenting upon that fact the Jacksonville Times-Union says:

The negro does best in pursuits and trades that allow him to be in the sun a good part of the time, and his very best work is no doubt done in agriculture. It is remarked that steadily the cotton mills are being brought south, near to the fields where the staple is grown—New England shows but slight advance in spindles the past few years, while the South has gained many factories—but negroes do not work in cotton mills, except as laborers, a dozen perhaps on a payroll that includes a thousand whites.

Southern negroes become proficient in the building trades, and in the South, where there is no off-season for construction, they get good wages and can afford to live comfortably and well. The colored man, as he prefers to be called, is given due consideration in the South, his home. Well-behaved, industrious and ambitious men of the colored race undertaking to become leaders among their people in the learned professions are given consideration and accorded place that they deserve. The artisans, skilled workers and laborers among them are very seldom discriminated against, and they find in the South the outdoor work that is best for them; schools for their children and a friendly interest on the part of the white people who appreciate the need for workers acclimated and reliable.

That the South is the negro's most satisfactory habitation is well known by those who have given thought to the subject. The South suits him and he fills an important place in the general scheme of things down this way.

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EXCURSIONS TO SOUTH FAILS TO DRAW NEGROES

New York.—Bulletin No. 7 of the Industrial Relations Department of the National Urban League summarizes employment conditions throughout the country as follows:

The northward exodus of Negroes from the South in recent years is again being felt in the cotton areas of Arkansas, Texas, and Missouri. The universal movement to the cotton fields, though heavy and continuous, does not supply the demand.

The present wage of \$1.50 per hundred pounds and board—the average wage paid throughout Missouri—will doubtless be increased to secure a sufficient supply. There are reports of daily movements of Negroes to Arkansas where cotton stands unpicked and wasting.

Agents from several organizations have been seeking the return of Negro families from Chicago. Though excursions are run frequently to encourage the movement, scant success has attended the effort. The cotton seed oil mills of Pine Bluff, Ark., have added fifty colored workers to their regular force.

From parts of Georgia and South Carolina large numbers of Negroes went to Florida to rebuild the regions devastated by the recent hurricane.

Labor Unions

A growing sentiment within the ranks of organized labor to organize Negro workers is noticed in many sections of the country. In Philadelphia where 2,500 tobacco workers are employed, efforts are being made to secure their membership.

In Hot Springs, Ark., it is reported that the change in union sentiment toward Negroes is "noticeable among bricklayers." In Columbia, S. C., more Negro plumbers and electricians are at work. These are two

trades where rigid union restrictions have greatly interfered with the granting of licenses as well as employment of Negroes. In New York colored motion picture operators, who waged a prolonged fight to secure union recognition, are picketing a Harlem theatre as a protest against the theatre management's employment of non-union operators in its other picture houses. In Chicago an electrical workers' union has made concessions to colored electricians who seldom, if ever, enjoy full union privileges.

ALLAHASSEE FLA.
State
NOV 18 1926

WORK OF NEGROES IN THE SOUTH

Jacksonville Times Union

The Houston Post-Dispatch recently discussing the migration of negroes from the South to the North, tells that it reached proportions to worry Southern planters and others twenty-five years ago, and again was quite noticeable, and somewhat disturbing during the World War. That this movement is at its lowest ebb now is remarked, and the Texas newspaper says that a great many negroes who had gone North or West and found working conditions undesirable or unpleasant, are returning South. "With the further development of big industries in the South, affording more employment for negroes, it is to be expected that the northward movement will tend to diminish perceptibly," it says, adding: "The material growth of the South is of such an extent and nature that there is not much likelihood of the negro population here shrinking in the future."

The Post Dispatch should, and probably does, know, that the negro is through centuries of inherited traits and tendencies, unfitted for industrial work such as is carried on indoors. A dark-skinned race is through intent of nature meant to live to a great extent at least, outdoors. The negro does best in pursuits and trades that allow him to be in the sun a good part of the time, and his very best work is no doubt done in agriculture. It is remarked that steadily the cotton mills are being brought South, near to the fields where the staple is grown—New England shows but slight advance in spindles the past few years, while the South has gained many factories—but negroes do not

work in cotton mills, except as laborers, a dozen perhaps on a payroll that includes a thousand whites.

Southern negroes become proficient in the building trades, and in the South, where there is no off season for construction, they get good wages and can afford to live comfortably and well. The colored man, as he prefers to be called, is given due consideration in the South, his home. Well-behaved, industrious and ambitious men of the colored race undertaking to become leaders among their people in the learned professions are given consideration and accorded place that they deserve. The artisans, skilled workers and laborers among them are very seldom discriminated against, and they find in the South the outdoor work that is best for them; schools for their children and a friendly interest on the part of the white people who appreciate the need for workers acclimated and reliable.

An occasional movement of considerable numbers from the South northward causes apprehension among employers of colored labor, the start often begun by some construction company with a big contract and the idea that negro labor can be handled as Chinese coolies or other alien, ignorant labor. Disappointed negroes find their way back to Dixie after such experiences, and they are generally content to remain in the South thereafter. They belong where the sun shines almost all the year; their home is the big outdoors, and here they can work out their destinies as they will. Except in politics there is no bar set against the negroe's progress, and he may attain whatever heights he is capable of, in science, art, literature, finance, philosophy, without hinderance or rebuff. This is his home, and here he is understood and appreciated at his worth.

Labor - 1926

Migration Movement

Augusta, Ga. HERALD

OCT 24 1926

NEGRO LABOR IN CHICAGO (Charleston News and Courier)

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This study was made by a negro commissioner of conciliation and it shows that while many negroes in Chicago have been working in the same positions for years a great many others hold one job only a brief time and then pass on to something else. The annual turnover of negro labor in Chicago industries varies, it is stated, from 30 to 35 per cent. through the year.

"This fact flourishes," says the report, "in the face of uniform prosperity and continuous employment throughout the year, and is commented upon by one employment manager of a firm employing 100 colored workers, skilled and unskilled, in the following language: 'We have employed colored help for 20 years and know them well. The papers and leaders of colored people should strive to get them to realize that they can work the full-time week without injuring their health.'"

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**TIMES-UNION
JACKSONVILLE, FLA.**

NOV 11 1926

WORK OF NEGROES IN THE SOUTH

The Houston Post-Dispatch recently discussing the migration of negroes from the South to the North, told that it reached proportions to worry Southern planters and others twenty-five years ago, and again was quite noticeable, and somewhat disturbing during the World War. That this movement is at its lowest ebb now is remarked, and the Texas newspaper says that a great many negroes who had gone North or West and found working conditions undesirable or unpleasant, are returning South. "With the further development of big

industries in the South affording more employment for negroes, it is to be expected that the northward movement will tend to diminish perceptibly," it says, adding: "The material growth of the South is of such an extent and nature that there is not much likelihood of the negro population here shrinking in the future."

The Post-Dispatch should, and probably does, know, that the negro is through centuries of inherited traits and tendencies, unfitted for industrial work such as is carried on indoors. A dark-skinned race is through intent of nature meant to live to a great extent at least, outdoors. The negro does best in pursuits and trades

that allow him to be in the sun a good part of the time, and his very best work is no doubt done in agriculture. It is remarked that steadily the cotton mills are being brought South, near to the fields where the staple is grown—New England shows but slight advance in spindles the past few years, while the South has gained many factories—but negroes do not work in cotton mills, except as laborers, a dozen perhaps on a payroll that includes a thousand whites.

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*Grace Bell
Adeline Gill*

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and some were as good as one finds anywhere, while the home department was represented by exhibits of canned fruits and vegetables, cooking and needlework.

As in former years, merchants and other citizens of the county had donated liberally in prizes and this served to bring out a variety of exhibits. This annual event has served to emphasize, as no other single agency, the perfect sympathy which exists between the races and the manner in which the whites are willing to cooperate in promoting the welfare of the colored race.

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COLUMBIA, S. C.

Record

NOV 16 1926

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August 20, 1900

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COLUMBIA, S. C.

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During and shortly after the World War the removal of Southern negroes to the North and Northeast occasioned much comment again. As a matter of fact, this movement has been going on more or less actively

WILMINGTON

DELAWARE

OCT 24 1926

Many Negroes Are Quitting Wilmington For the South

One of Local Leaders of Race Trying to Induce Capitalists to Build Better Homes for Colored Folks and Keep Them Here; Negroes Not Anxious to Live as Neighbors to Whites; Colored Community of Norfolk Cited as Illustration of Voluntary Segregation; Southern States Lure Educated and Trained Young Men and Women of the Race With Better Opportunities

The declaration of a wealthy New York philanthropist advocating the elimination of slums in American cities, and the erection of comfortable, modern houses, for persons who cannot pay large rentals for their homes, has added new zest to the contention of The Star's recent article urging the construction of better homes for the colored people of Wilmington, and the leaders of the race here are arranging to put into execution the plan for providing improved housing conditions for our negroes. A meeting may be held in the near future with the aim of discussing the matter and inviting the attention of capitalists to the project, and to interest some of our philanthropists in the proposal.

The negroes, however, want it understood that they are not seeking charity in this better home proposition, for they have shown that the plan, so far as it has been worked out by builders, will ensure a return of more than 12 per cent, a year, in addition to the desirable achievement of making the negroes home-owners. It is estimated—based on the census of 1920—that there are 15,000 negroes in Wilmington made up of 3,000 family groups—of five individuals in each.

Forced Into "White Sections"

It is estimated, also, that there are about two thousand fit houses available—under the present sense of restriction against the colored folks—for their occupancy, which figures indicate there is a great amount of overcrowding in the sections where they live.

The same authority, a negro of high standing in the community in an interview with The Star yesterday insisted that the colored families were not intentionally trying to force their way into houses on streets occupied by whites, but declared that the negroes themselves had no alternative if they wished to escape from the slums and tumble-down shacks on blind alleys and small streets.

Almost all the best class of houses open to negroes, he explained are occupied by families of the better "group," and they are not inclined to move, unless obliged to. Besides, many of them, it was shown, own their homes.

Denies Negroes Lower Values

The Star's informant himself recently purchased a house in a section hitherto occupied by white families and he insists, contrary to other advice on the subject, that "moving in" of colored people does not lower real estate values, but actually improves them. This, he cites, in connection with three or four sales to colored families within the last several months.

It has been his experience, and the result of his observation, that the coming of a colored neighbor is soon followed by the departure of the white family next door and soon the property is bought by a negro at perhaps more than twenty per cent. above its previous value.

He confirms The Star's assertion that the colored people are compelled to pay from 50 to 100 per cent. more rental than is charged white tenants and offered, in illustrating the fact, the circumstance that a house in Tatnall street, for which a white family had paid \$25 a month, immediately upon being vacated, was leased to negroes at an advance to \$45 per month, while in another section of the city a colored family was obliged to pay \$75 a month for a house that had rented for \$35 a month to a white family.

High rents, in connection with the scarcity of houses, are responsible for the crowding, for the colored renters, first mentioned, were obliged to take in two more families besides themselves in order to meet their obligations to the landlord.

Further verifications of these inequalities is offered in the case of a white family on the east side, moving from a house that they rented for \$25, when offered to negroes, was priced at

\$45, but the premises were again leased to whites instead for \$25.

Want New School Site Changed

It is within bounds of truth to say that practically two-thirds of the negroes of the city are dissatisfied with the site of the new High School for the race. Some of the leaders have emphatically manifested their dissatisfaction over the proposal to build the new school in the lowlands of the east side. They claim to have medical testimony that the site is unhealthy and, in addition to this condition, they declare that the foul smells from the leather factories is nauseating.

They strongly commend The Star's proposal to make the new school a social centre for colored people, but they contend that this cannot be done unless the location is changed.

An interview with the leaders of the negroes shows that they greatly prefer the new high school to be on the site of the present Howard School, on Orange street, between Twelfth and Thirteenth, or thereabouts. They would regard with favor also the erection of the new building across the street from the present high school, pointing out in justification of their choice that the city owns a considerable tract of land on the west side of Orange street opposite the present school and also to the fact that the adjacent corner, now occupied by the armory, will soon be in the market.

Another location that is viewed with favor by the colored leaders is on the east side, in the Tenth and Walnut street section. This they say would give them space for residences in close proximity to the school building and where they could live mostly apart, and to themselves.

Don't Want to Live Among Whites

The negroes, Mr. X.—whom we will designate as the Star's informant—declares the colored "group" will naturally gravitate together as do other resident nationals, but it is doubtful if they would take kindly to segregation through legislative or municipal enactment. He explains that the negroes themselves would much prefer to live as a neighbor to their colored brethren than to a white family. For one reason every overture to be "agreeable" to the whites would be mistaken as an effort in the direction of establishing social equality.

Mr. X. declares that Brambleton, Virginia, a suburb of Norfolk, is an illustration of how the race may be brought together in a section of a city away from the whites. Formerly Norfolk had an ordinance that made segregation double acting. By the self determining plan, the majority of residents of the suburb could vote whether to admit whites or blacks to that area. Blacks came to hold the balance of power; the whites found homes elsewhere. However, almost all the colored families in that city now live within the limits of Brambleton.

There they have a \$500,000 high school, the finest edifice in Virginia for colored

youths. Here too they have partially rebuilt the suburb.

Through a combination of contractors and builders, negroes were enabled to buy building lots for as little as \$1 a week while through Building and Loan and contractors' financing the negroes were able to have built nice modern homes, and wiping out their indebtedness in less than 15 years. A number of houses were erected on these terms, some costing as much as \$3,500 and it is declared that the builders have not lost a penny through defaulted payments of their owners.

Wants City of Modern Homes

In this connection it is interesting to note the statement of Mr. X. who makes a plea for Wilmington to become a city of modern homes. He says:

"The city that can boast of beauty, tranquility and loyalty, is that city whose citizens are home and property owners. With several more of its colored citizens buying and owning homes it would mean that Wilmington would have many more loyal and dependable colored citizens."

"The plan of improving the housing conditions of the colored people can be accomplished provided that some philanthropic white people of Wilmington will finance a proposition to the extent of from \$500,000 to \$1,000,000. The idea is by no means to give this money away, but to invest it in a building or housing scheme on which adequate interest would be paid, and the principal refunded in 12 years and nine months at the rate of \$30,000 annually."

Here is the plan suggested:

Purchase 100 lots at \$350.00 each, \$35,000.00; build 100 houses at \$3,000.00 each (6 rooms), \$300,000.00; total investment, \$335,000.00. Selling price net each, \$3,350.00; profit, 12 per cent., \$402.00; commission to agents, \$177.60; gross selling price, \$3,929.60. Total gross net profit, 12 per cent., \$40,000.00; total gross interest at 6 per cent., \$149,266.00; sum total \$189,466.00.

Proposed Method of Selling

"The purchaser would pay from \$100 up, at time of sale and the balance in monthly installments of \$25 and interest at the rate of 6 per cent. per annum, the interest to be computed and paid monthly; the interest on the retired sum would be reduced at the rate of about 12 1-2 cents each month."

"If all the purchasers took advantage of the \$100 first payment plan it would take 156 months for them to pay for the property, during which time each would expend for interest \$1,492.66. The entire amount to be earned by investors is 54 per cent., or an average of 12 1-3 per cent. annually, notwithstanding the fact that the principal would be refunded at the rate of \$30,000 annually to be re-invested."

"The sale of houses for speculative purposes would not be permitted and a sufficient amount of insurance would be carried on the life of each purchaser to guarantee the payment of the balance due on the property in the event of death before the same is paid."

In offering the above plans for financing and building the houses, Mr. X. assures The Star that the cost of the house with modern conveniences, including bath, is well within the figures for which the work could be done, and the facts and figures in the purchasing plan have been attested as correct by realtors of standing.

Best Young Negroes Leave Wilmington

Mr. X., in further discussing what Wilmington is missing in her attitude towards the colored race, declares that after we have educated or trained the young negro men and women here, they almost immediately hie away to the South where there are greater business and social opportunities awaiting them. There they may become contractors or follow any of the trades, whereas here it is difficult for them to rise above the ranks of manual laborer. In the South, which is attracting almost all of our best educated young modern negroes, they are treated with more consideration and appreciation than they are here, and they are making surprisingly rapid progress.

Down there, there are scores of vocations open to them as stated and they are welcomed as co-workers who are building up the southern states. Perhaps the only blot on the picture is the fact that many of the states have Jim Crow laws and the efforts to disfranchise the colored electors. The enactments to prevent negroes voting in some of the states has been a great benefit to them, it is contended. It has incited them to study in order to meet the educational test for the ballot and they have become landowners in states where the payment of taxes on real estate is requisite to become a voter.

South Eager for Educated Negroes

Mr. X. insisted to a Star representative that the South was eager to have all of our school graduates or trained mechanics or professional men come down there, assuring them of profitable employment and more congenial environment than they can experience here in Delaware or elsewhere in the North.

Many of the young men and women of the race who are left here are of the uneducated—or partially educated group—and are employed in factories and similar manual occupations. The young colored women, like those of the white race, are disposed to eliminate housework from their repertoire of accomplishments, until the conduct of the home is becoming a more and more involved problem year by year. A different attitude of their white employers towards negro house servants might go a long way towards solving the problem that has become nation-wide, it is thought, but doubtless the housewife will be compelled to look elsewhere for helpers.

Taxing of Higher Grades of Work

Labor - 1926

Migration Movement Negro Migration Subject Discussed At Rotary Meeting

Migration of negroes from rural districts to cities ultimately will prove of "large significance" to southern industry and will be of great value to the negro as an educational force in the opinion of Dr. W. W. Alexander, recent associate of the late John J. Eagan, in working out the "Atlanta plan" of promoting better understanding between races, in a speech delivered Tuesday at the regular meeting of the Atlanta Rotary club.

Dr. Alexander related results of a study he has made of the economic aspects of the migration of the negro to the north. He said this migration has not been wholly to northern cities but it has been a migration from rural sections to cities of both north and south. He said it had not been confined to negroes but declared that there had been almost as high a percentage of white migration.

In discussing the opportunity given negroes in cities to learn skilled trades, he said this ultimately would be of "large significance" to industries located in the south, and that investigation has shown that negroes had been migrating largely to cities containing more than 100,000 population. He pointed out that many negroes in larger cities were acquiring homes and said home owning tended to conservatism. He outlined many other details of the study he has made of this question.

Several visitors to the conventions of the wholesale grocers and hardware dealers were guests of the club Tuesday. Robert S. Parker, president, presided.

Greenville, S. C.

APR 17 1926

Advises York Negro Stranded In Florida To 'Count Crossties'

York, March 27.—(Special.)—For several years there has been a steady flow of York county Negroes to the North, but of late they are facing the other way and make Florida their goal. This feeling has diverted the trend of thought Northward, and it can not be altered by tricks and low cunning. A bishop has inquired of us: "Has it ever occurred to you that Zion Methodism is transferring its prestige and influence North, and

wages down there, but most of them become dissatisfied for one reason or another and trek back to the old home county.

Wednesday a telegram was received by a York man from a Negro acquaintance who left York some time ago for West Palm Beach in the Sunshine State asking for money by wire to purchase a ticket back to York. "Job's gone and I'm broke and want back in York," he telegraphed. But the York man could not see the situation in the same light. He knows it's easy to put money out and hard to get it back in these times, so here is what he wired back:

"Sorry, but can't accommodate. Get a good walking cane and count crossties."

THE TREND NORTHWARD

It is evident to all who have lived in each section of the country that the trend and prestige of Zion Methodism are Northward. The ministers, the churches, the business, takes on new life in this atmosphere. This fact should give us in the South, serious reflection, and we should strive to develop and select men who will bring back to the South its departing glory. Time was when Charlotte was a center of Connectional influence and power. Charlotte is not so strong in the Connectional esteem today. Jealousy, littleness, bickering and deceit, have undermined our influence and retarded our progress. The manifestation of these qualities will keep us down and back. The Church is no longer interested, per se, in whether one man gets along with another. It is profoundly interested in whether a man is able to do what he is appointed to do, and whether he knows his place and keeps it. The Church is not convinced that we are keeping pace with our opportunities—

that the magnet points no more Southward; no great influence shines out from Charlotte any more? Think of it." We have thought of it, and it is humiliating to think of it in affirmative terms. The South and Charlotte must wake up. Its hope of redemption, in the estimation of this bishop, is the election of strong and capable men who will remain true to the soil. There is no need of us playing the baby, crying and puking—the world laughs at us. Crying and puking will not advance our territory, nor strengthen our cause. We must face the facts; we must play the man, and restore the glory that once was Zion's. "Nothing succeeds like success."

ASHEVILLE, N. C., CITIZEN

MAY 21 1926

The Emigrant Negro

The race problem has been largely transferred from the South to the North through the migration of Negroes tempted to Northern industrial centers by higher wages due to a shortage of unskilled and semi-skilled labor. "Post-war immigration restriction," says The New York Times, "has lifted the ever pressing Negro problem into a new and highly significant phase."

Continuing, The Times states:

People brought up to country life have been plunged into the life of the city. The race problem has been transferred from an environment in which it has been long familiar to an environment of strangers too often exasperated by economic competition. What has happened in Chicago and in Carteret is only the earnest of what may be expected during the many years that will be required to establish mutual understanding and forbearance. To this situation the National Urban League, organized fifteen years ago, has now addressed itself with practical energy and scientific acumen.

This League has a serious difficulty to treat and it wisely considers that no empirical remedy will serve. It rather seeks to bring communities to an understanding of Negro character so that due allowance will be made for capabilities and infirmities. This, it is true, would have served little in a place like Carteret where mob assaults are made by white immigrants from Europe upon the descendants of Negro immigrants from Africa, arising out of causes partly economic and partly racial.

"As yet," says The Times, "New York and Brooklyn have been comparatively free from racial conflicts, but nowhere is the danger greater." And in no part of the great city will danger be so great as in sections which do not know the Negro as he is known in the South.

ATLANTA, GA., CONTINUED

MAY 13 1926

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Migration of negroes from rural districts to cities ultimately will prove of "large significance" to southern industry and will be of great value to the negro as an educational force in the opinion of Dr. W. W. Alexander, recent associate of the late John J. Eagan, in working out the "Atlanta plan" of promoting better understanding between races, in a speech delivered at the regular meeting of the Atlanta Rotary club.

Dr. Alexander related results of a study he has made of the economic aspects of the migration of the negro to the north. He said this migration has not been wholly to northern cities but it has been a migration from rural sections to cities of both north and south. He said it had not been confined to negroes but declared that there had been almost as high a percentage of white migration.

In discussing the opportunity given negroes in cities to learn skilled trades, he said this ultimately would be of "large significance" to industries located in the south, and that investigation has shown that negroes had been migrating largely to cities containing more than 100,000 population. He pointed out that many negroes in larger cities were acquiring homes and said home owning tended to conservatism. He outlined many other details of the study he has made of this question.

Several visitors to the conventions of the wholesale grocers and hardware dealers were guests of the club Tuesday. Robert S. Parker, president, presided.

JUL 2 1926

APR 9 - 1926

THE EXODUS OF THE SOUTHERN NEGRO

For the past five years there has been a steady exodus of the negro from the Southern cotton fields to the promised land of the North and East.

We all know that when adversity came to the Southern farmer, the boll weevil and the after-war depression hit the cotton belt almost simultaneously, that farming came a very unprofitable occupation. At just about this time the beckoning hands of the Northern and Eastern industries were pointed South.

In answer to these calls many corn-field as well as "educated" negroes decided to migrate to those climes whose virtues they had never heard of. The negro at best is a gullible animal, from the day of the Freedmen's Bureau, forty acres and a mule, down to present time of "hair straightener" and "skin whitener" he has been perfectly willing to be stuffed with most any kind of a promise or to look forward to meet most any kind of an imaginary reward. So when he was told that all he had to do was to go North, that there he would find tremendously large wages, wonderful living conditions and would be treated just exactly the equal of any white man; why he took his foot in his hand and sallied forth to the promised land.

Now it seems the rub has come, whereas at first there were many vacancies in the pay rolls of the Northern industries, there is now beginning a reaction, the white laborers are objecting seriously to the negro as a working mate. In Chicago, at the stock-yards, there was a strike fermenting, only settled by the employers dismissing all of the negro laborers. Several trade unions, as well as labor unions have refused to affiliate with negro branches or to allow negroes to join theirs.

Recently a report came out of Chicago to the effect that over six hundred negro families were being

aided by charitable organizations. It is our firm belief, and the authorities there wrote the without regard of race or political affiliations of various Southern towns to fillation."

The Messenger is glad that no more negroes from coming there as such conditions exist in or anywhere the city was about to go broke taking around Putnam County. We have lost care of those already there. Detroit a great many of our negroes. However appealed to Southern communities there are left quite a few, and tries to keep the negro at home. In we are constrained to state right here

the East things are even worse. It is that we believe at present time the feeling between the white and negro negroes proving up as poor workmen races in Putnam county could not be but the criminal element or rather improved upon. The most of our the criminal tendencies in the race negroes are respectable law-abiding citizens, they have their schools, churches and place in the community.

So great has the question been between the races in the South that hardly a day passes but editorial comment is made, we certainly we are glad that we have quote from an editorial recently occurring in the Milford (Del.) Chronicle vix: "Negro agitators in Delaware are rapidly bringing to a head the race problem in this State, and a solution for the present at least is at most in sight. For years past there has been a persistent agitation on the part of a few negroes throughout the State who have proclaimed the high heavens the equality of the negro race to the white race. The majority of these false prophets have resided in Wilmington, with a scattered minority in Dover and other towns of lower Delaware. Whatever their game, and whatever their hopes of attainment through fostering race antagonism, there is one thing certain—the white citizens of Kent and Sussex counties are getting good and tired of the ranting and scheming of these negro agitators."

The editorial proceeds in a like vein, it goes on to state that there are good law abiding negroes living in that section, that these are good citizens, and politically and legally are treated as the equals of any white man. But that social and general equality is a thing that never can or will be granted.

The Delaware paper also states, "If the radical and educated fools at the head of this negro movement to create radical trouble in Delaware continue their activities, they will surely get all that is coming to them at the hands of both the negro and white races in this state. That we speak with the approval of the people of lower Delaware on this prob-

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possibly the understanding is better between the races in the South than such problems as are confronting the people of Delaware and other States we could mention.

Reports of similar conditions have come from Chicago, Pittsburgh, Philadelphia and other Northern cities to which negroes migrated in large numbers during and after the war. The existence of such conditions explains why so many of the negroes who went North have returned South, disillusioned, and with a new realization of the truth that in the South the negro lives easier, happier and finds his greatest opportunities for genuine progress. But, many of the negroes who went into the Northern cities and industrial districts will remain in them, and until better provision is made for their housing needs, they will constitute a serious menace to the whole population of those centers. One explanation of conditions is that Northern cities were not prepared for the influx of colored people from the South.

The Houston (Tex.) Post-Dispatch is right when it insists that "municipalities are under obligation to see to it that their negro citizens are not discriminated against in the matter of public facilities for proper living." The municipalities cannot provide homes, but they can enforce sanitary rules, keep streets and alleys clean and through the health departments prevent the creation of conditions that menace public health. In the South this is being done, to a considerable extent, and nowhere better than in Winston-Salem. The North needs to take a leaf from the South's book on these matters, for the protection of the citizens of both races.

It is thought, however, that the farm labor situation will not be materially changed by the exodus as others are coming back keeping the level about the same.

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It is very fortunate for all of us in the South, whites and blacks alike, that just as the position of cotton in the South changed radically conditions in the country also changed in a way to provide an opening for negro labor in the North and East. As a result of the exodus of hundreds of thousands of negroes from this section it is easy now for the negroes who remain to get plenty of work at pretty good wages. They are having to measure up to a higher standard in their work, the old

NEGROES WHO WENT NORTH.

(From The Winston-Salem Journal.)

The Kansas City Star draws a graphic picture of conditions under which many of the negroes of that city live. The Star's editorial offers further proof of the fact that colored men and women who have migrated to the North have been sorely disappointed in their hope of finding the pot of gold at the other end of the rainbow.

The conditions, as shown by actual photographs of the districts in which the negroes live, "seem almost unbelievable," the Star says.

"That they have been tolerated in a civilized community can be explained only by the fact that the great majority of citizens have been in total ignorance of them. Rotting, dilapidated shacks surrounded by all kinds of filth; littered streets and alleys; insanitary sewer connections, or none at all; dark and poorly ventilated dwellings; large families crowded into a few rooms—all conditions that breed disease and crime—are a part of the daily life of many people in this enlightened city," the editor continues.

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AUG 15 1926

A DUAL POPULATION MOVEMENT

(From The News and Courier)

Is The Spartanburg Herald correct in declaring that the movement of thousands of negroes from South Carolina to the North and East during the past few years has meant an economic loss to this state? The Greenwood Index-Journal, while not taking a position one way or the other, raises the question: "Viewed in the light of the present," says the Index-Journal, "slavery was as great an economic evil as a moral one. If those who have gone away in the last few years were real wealth producers, the state has sustained an economic loss. Many of them were but it is worth considering that no little money earned in the North and East has been and is being sent back home. Families have been left behind and are being helped in their support by wage earners in other states."

Whatever the immediate effects of the exodus of negroes from the South to other sections, there is no question, it seems to us, that in the long run this movement is certain to prove of great benefit to the South as well as o the colored people. So long as we had an excess of negroes in this section it was virtually impossible to increase our And so long as we had an excess of negro population, especially in the rural districts,

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1926

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It is very fortunate for all of us in the South, whites and blacks alike, that just as the position of cotton in the South changed radically conditions in the country also changed in a way to provide an opening for negro labor in the North and East. As a result of the exodus of hundreds of thou- sands of negroes from this section it is easy now for the negroes who remain to get plenty of work at pretty good wages. They are having to measure up to a higher standard in their work. The old

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Labor - 1926

Migration Movement.

URGES MIGRANTS TO RETURN TO SOUTHLAND FAVORS SEGREGATION

Declaring that the intermingling of white and colored children in Cleveland schools constitutes a serious social problem, and citing remedies that other cities have found effective, such as segregation and a re-arranging, of school districts, the committee on immigration and emigration of the Cleveland Chamber of Commerce has submitted a report to the Chamber of Commerce on the Negro in Cleveland.

The report which may be safely characterized the most damaging to the Negro yet been produced in this "Western Reserve" bristles with southern spirit. It touches address of the late President Harding at Birmingham, Ala., in which Mr. Harding pointed out that there is "an inescapable difference between white and colored people," and a principles set forth as the creed of the committee's recommendations. The report touching only on the issues vital to Cleveland Negroes, follows:

Cleveland's Negro population jumped from 8,448 in 1910 to 34,351 in 1920, and has been estimated by the Federal Census Bureau at about 50,000 today, quadrupling between 1910 and 1920 and increasing about fifty per cent between 1920 and 1925. Colored residents now form approximately 1.5 per cent of Cleveland's total population. Between 1910 and 1920 this percentage rose from 1.5 to 4.3 per cent. Estimates of the Census Bureau place Cleveland's average annual increase at slightly over 3,000. Local agencies dealing with the Negro situation agree, however, that this figure was greatly exceeded in 1923, but was not equalled in 1924. The increase in 1924 and 1925, according to census estimates, was slightly under the average of 3,000.

Then the report deals with the migration on the whole to northern states and shows the increase of Negro population in the centers like New York, Chicago, Philadelphia, and Pittsburgh, recapitulating the increase in Cleveland as set forth in the opening paragraph. It continues:

Source of Migration

Unlike early northward movements of Negroes, which originated largely in Virginia, Kentucky and the border states, the movement since the war period has been chiefly from the far south or the cotton belt. * * * Of the Negro school children arriv-

ing in Cleveland between April, 1921, and October, 1923, 30 per cent came from Georgia; 19 per cent from Alabama, and considerably smaller percentages from Tennessee, South Carolina, Mississippi, Arkansas and North Carolina.

The report then deals in an extensive way with the migratory movement from farms to cities and quotes the report of the Commission on Interracial Co-operation in Atlanta, Ga., as to the classes in which the migrants fall—noting that most of the migrants come from the rural districts of the south. The report then deals with the consequent labor shortage in the south, and quotes J. A. Hill of the Federal Census Bureau as to the immediate causes of the migration, enumerating the well-known evils of southern life, but particular emphasis is placed on the economic demands of northern industries. Discussing the occupation of Negroes, the report sets forth:

The great majority of Negro workers in the north in 1920 were employed either in domestic and personal service or as unskilled and semi-skilled laborers in industry. The number of northern Negroes found in domestic and personal service has increased only slightly in recent years, but the number employed in industry has been rapidly growing. * * * Of the male Negroes working in Cleveland in 1920, over 60 per cent were in manufacturing and mechan-

ical industries * * * indicating that the southern Negro is largely taking the place of the foreign born immigrant as a source of labor supply. In a similar manner Negro women are taking the place of the foreign born woman, to a limited extent.

The Negro's effectiveness and progress, however, are still retarded by certain occupational restrictions to which the foreign born white is not subject. These restrictions are illustrated by the absence of Negro motormen and conductors on street cars and of Negro clerks in stores and banks, and the absence of Negroes in higher executive positions, and the difficulty which they experience in securing admission to the apprenticeship schools in the building trades. It is interesting to note the number of Negroes in the professions. According to the Negro Welfare association of Cleveland, there were, in February, 1925, 35 Negro physicians, 25 lawyers, 18 dentists, 36 social workers, 12 pharmacists, 8 registered nurses, and a number of school teachers.

Residential Districts

In all of the larger northern cities there has been a tendency for Negroes to congregate in certain residential districts. According to the figures of the Federal Census Bureau, Cleveland's Negro population in 1920, lived largely in two of the city's wards. The Negro Welfare association of Cleveland reports that the pro-

fessional class of Negroes are moving into a district off East 105th street and north of Superior, while another group is going into the Kinsman section. However, the principal Negro population of Cleveland is still found in two wards, or in what is known as the "Negro Quarter."

Then the report tells of the effects of the migration:

Housing Conditions

The history of the Negro invasion of Cleveland shows that this element of population has moved into a Negro quarter, and then expanded into districts formerly occupied by Italian, Jewish (chiefly Russian and Polish) and other foreign groups. Later on, as the Negro population increased, the more prosperous were found living in neighborhoods inhabited by native whites. The invasion of foreign districts has been accomplished with little serious friction, but attempts of Negroes to enter native white districts have met with growing resistance, which has had the effect of materially slowing down, but not entirely stopping the movement.

Two unfortunate results have occurred. Efforts to establish houses in the more exclusive white districts have aroused vigorous opposition on the part of white residents and created a growing feeling of race hostility. * * * This has been demonstrated in recent attempts by certain colored doctors to establish homes in exclusive residential districts in Cleveland and Shaker Heights. The feeling aroused became so intense as to excite fears of violence and required the intervention of the police.

Cites Race Riots

The desirability of preventing a recurrence of incidents of this nature is emphasized by recent events in Detroit, where murder has been committed and strained race relations exist as a result of similar efforts to establish residence in white districts. The race riots in Chicago, East St. Louis, and Washington were partly due to controversies over the same issue and constitute a warning to other cities which face the problem.

Another principal effect of the resistance to the expansion of Negroes has been to create scarcity of suitable housing facilities and to raise rents. The extent of the burden which high rents are placing on Negroes in Cleveland is indicated by the reports which we have received from the district office of the Associated Charities. These reports show that a typical

Negro family lives in three or four rooms; that three rooms rent to Negroes for an average of \$20 to \$25, and four rooms for about \$30; and that white persons pay for the same quarters from \$10 to \$18. * * * Owners of property in the Negro quarter justify these higher rent charges to Negroes on the grounds (1) that it is more difficult to collect rents from most Negroes than from whites, and (2) that property depreciates in value when Negroes move in.

An immediate result of these high rents is to increase congestion and over-crowding in the Negro quarter. Reports from Associated Charities show that an average of seven persons occupy three-room suites and nine persons four-room suites. It often happens that a single house which formerly contained one family has been converted into an apartment housing a number of families and their roomers. Sometimes several families use the same quarters. Furthermore many houses in the Negro district have fallen into such disrepair that it is doubtful whether they are fit for human habitation. * * * Efforts are being made by local Negro organizations to improve these conditions. The Negro Welfare association reports that in the years 1922-24 inclusive, Negroes bought 368 houses ranging in price from \$5,000 to \$15,000, and that a savings and loan company has been organized to aid in further acquisition of homes. * * * However, the widespread poverty of Negroes and their inability to borrow money from banks and financing companies on sufficiently favorable terms operate to retard home-ownership on a large scale. * * *

High Death Rate

The harmful effects of these deplorable housing conditions are reflected in the health, morals and crime records of our Negro population.

Then the report discusses the health of the Negro pointing out that in 1920 the death rate of Negroes was three times that of the whites, diminishing to 17. Seven of the total death rate in 1924 and 1925. The causes of death given are dealt with in the following order: Tuberculosis, pneumonia, heart disease, and venereal disease. The report summarizes the situation in the words of a local medical man. "There is no question that the Negro is unable to stand the climate of this section of the country

HOW OFFICERS OF THE NORTH TALK TO THE COLORED PEOPLE

"SHUT YOUR D—N BLACK MOUTH, SAYS POLICE OFFICER TO YOUTH"

(Editor's Note:—The following article was clipped from "The Detroit Peoples News", a colored paper edited in Detroit, Mich.)

It is said that Jackson Morgan of 5435 Tillman Avenue, 15 years old, son of Mr. and Mrs. William Morgan, a student of Northwestern High School, was down town Tuesday, January 19, making collections for the paper. His business called him on Hastings Street. While there he went into a restaurant called the Central Lunch, 3119 Hastings, between Erskine and Watson Streets, for a fish sandwich after having been there a few minutes, two big burly policemen followed in, walked up behind him and started to patting him about the hips.

Morgan turned around frightened and said, "What are you searching me for?"

"Shut your d—m black mouth up", says Policeman Evans, No. 1415 of the 13th Street Station on Canfield Avenue.

Jackson asked him again why he was searching him.

"A confidence man told us you answer the description of a man wanted for murder and robbery."

"Do I look like a guy with a gun?" asked Jackson.

"You look like the kind of a guy who carries knives around tickling people's ribs."

"What is your name?" asked the officer.

"None of your business" replied Jackson, full of resentment at the insult.

The policeman then raised his hand to strike him but decided he wouldn't. He then walked out and Jackson walked out behind him, and wrote down his number. When he saw Jackson writing down his number, he went to him, jerked the pencil out of his hand, and broke it up say-

ing to Jackson, "You are one of these smart guys, I'll take you down the alley and make you blacker than you are," then he walked down the street and called for the police wagon. It rolled up and hauled the youth down to the station.

The two officers sent Jackson in care of the patrolman with a note. The patrolman said after he got him to the station, "You're one of these smart niggers. I'll take this billy and bust your d—m head."

The bookkeeper said when Jackson was placed before him, "What's the matter with this coon?" They whispered and then he said, "we'll put him in a cell". After a while Lieutenant Nelson came to the cell. "Have you got any feeling against the officers?"

"No!" said Jackson.

"Well, I'm going to let you go, but if it had been another Lieutenant he would have blackened both of your eyes, and broke your nose, then let you go."

About 12:30 the innocent youth returned home having been damned in words, but also with a police record behind his name.

NEGROES ARE LEAVING

Quit Sumter for Florida, it is
Reported.

Sumter, Jan. 13.—Many negroes are leaving Sumter daily for points in Florida, according to reports here. Many of them are going in trucks and cars, while others are making the trip on the train, which is said to be crowded with them on leaving here every day. Reports of plenty of work and high wages is said to be the attraction for the laborers in Florida.

The Exodus Takes a Backward Swing

Alarmists learn in the long run that it never pays to get alarmed. Not since the rise and fall of the mushroom millionaires of '19 and '20 has any event caused so much comment as the exodus of the southern negroes to the North, being linked with the loquacious servant problem. In the lower section of South Carolina there were excited predictions of starvation, what with the boll weevil in the fields and no niggers to chase him out. It would not be long, the statisticians figured, until the South would be entirely rid of its colored population and some of the pseudo-politicians busied their minds with efforts to produce legislation of a kind to keep it at home, as though it were possible if it wanted to go.

Many negroes did leave the South, but The News doubted at the time if their absence would present a serious economic disturbance unless the people wrung their hands in despair and refused to make the best of the situation. In the lower section of the state the best crops were made last year since the war and they were made without the assistance of thousands of negroes who had gone elsewhere. And the laboring and serving colored population of the southern cities does not appear to have suffered disastrous consequences at any time as a result of the efflux.

Now the negroes are coming home—coming unceremoniously without press agency or excitement. The alarmist receives the news somewhat in the fashion, "oh, yes, that's right, they did leave, didn't they?" During recent weeks there has been a steady backward swing from the Northern industrial centers, the explanation being a forecast of a long, hard winter and also the fact of industrial stagnation in some places. They are passing through the railroad stations in hordes and only one newspaper writer that we have seen has even taken note of the homeward trek.

To what extent the exodus was stimulated by the alarmists, in the first place, will never be known, but it is true that thousands of negroes who did not want to leave the South and would not have thought of it were swept away by the excitement stirred up by the white people. It is perfectly natural that they should come home. It is natural too that some of the newspapers that deplored their departure should counsel them not to return, since it has been demonstrated that existence is possible without them. But there is no reason for alarm one way or another. The negro is going to move a little more freely hereafter than he has before, but beyond that there is nothing particularly significant in his recent migrations over and back across the Potomac. — Greenville News.

NEGROES NOT RETURNING Savannah Tribune.

Periodically the dailies have much to say about the Negroes returning South. This idea no doubt is gained because at this season many of them, as do other classes, returned to their old homes to visit relatives and friends. Other than his, the mass of them have no idea whatever of changing residence. They are about settled in their new homes, have well paying jobs, treated humanely and above all, have excellent opportunity to educate their children. They are not inclined to give up these privileges for the restrictions in many parts of the South, and no one should blame them for assuming such an attitude. It is true that in some respects conditions in the South are changing, but it will be many more years before public facilities, especially as pertaining to his group, will near compare with what is now being enjoyed in the North. A large per cent of the more frugal class left the South mainly to secure better school facilities for their children and more adequate civic protection. This class will be immovable. The floating ones, without aim, may be among the small number of those to seek their old haunts.

THOUSANDS TO LEAVE SOUTH THIS SPRING

Memphis, Tenn., Feb. 5.—The greatest exodus that has ever been forced by the intolerable living conditions of the South will be in full swing just as soon as the cold of winter breaks, it was reported by advance agents of the movement in this city this week.

Not merely scores, as in previous years, or even hundreds, as last year, but literally thousands and thousands of members of the Race will be on the move of march that will draw its recruits from every cabin and every plantation in the Southland, and will find its way toward the havens of refuge that the North offers.

Scattered rural sections will be the goals of this 1926 exodus. The northern urban centers like Chicago, Detroit and Indianapolis received more than their share of the migration in 1925.

To Small Towns

This year the heads of the great army that is soon coming up from the South will train their forces on the small rural areas that offer abundant opportunities for small farming. In northern Michigan, in Wisconsin, in Minnesota, states where the Race population is now at a minimum, are homes for the victims of the white man's rule in the South. Many of these small towns have already extended invitations to the migrants. Through the advance agents of the giant northward trek plans are being carefully laid for their reception.

Labor - 1926

Migration Movement

URGE NEGROES TO STAY SOUTH

Freedmens Missionary Baptist Assn. Meet Accomplishes Much

With scores of new arrivals, the already great crowds attending the annual sessions of the Louisiana Freedmens Missionary Baptist Association is being augmented daily and it is expected that by the closing service on Sunday night the attendance will reach more than 5,000.

Wednesday evening the Freedmens' Auditorium, Audubon and Calaposa Streets, was a seething mass of humanity long before the hour for the services to begin. Several thousands joined in the singing of good old time Negro Spirituals, led by the big choir of jubilee singers. The plaintive melody is worth going miles to hear. After the rendition of an excellent literary program by the Sunday School departmental workers with President Rev. Wm. Brown, presiding, and the reading of the annual reports the following officials were elected:

President Rev. Wm. P. Brown; Vice-President Mrs. M. E. Bailey; Recording Secretary Rylle Hill; Corresponding Secretary Mrs. Beatrice Brown; Treasurer E. Williams; Sunday School District Missionary, A. Briggs.

The educational sermon was preached by the Reverend A. Nelson (pastor of the New St. Marks Missionary Baptist Church, who used the theme "Christian Education as the torch that will enlighten Civilization". The speaker made an earnest plea for Christian education as the only solution of world problems that will bring about racial understanding. The speaker sent home with telling force his argument as he urged colored parents to prepare their children for lives of usefulness by giving them the benefit of a Christian education, as ignorance and superstition was the

curse of humanity.

The Reverend Dr. William Grimbale of Alexandria, president of the Louisiana Negro Baptist Home and Foreign Mission Convention, was the guest of honor on Tuesday evening session and delivered one of the principal talks in which he told of the Negro's remarkable progress along industrial lines in the South, which was his natural home. President Grimbale declared that he had traveled in every section of the country but in all of his travels he found no place like Louisiana, it was the best place on earth. This statement was greeted with thunderous applause. He said that in the Southland a white man would give the average Negro more consideration on the streets than some Northern white men would give him in their office. He advised his race to stay here in the land of Dixie and work out their own problems of inter-racial co-operation along all lines. The statement was highly endorsed by the enthusiastic applause given the speaker.

The closing sermon of the second day evening session was preached by the Reverend Marshall Lewis, Jr., from the words of "What is that in thine hand?" The third day session was given over to work of the Women Home and Foreign Mission Convention, with Mrs. Dora Adams, presiding. Hundreds of colored women were in attendance and there was much enthusiasm which is evidenced by the various discussions on topic of vital interest effecting the religious, the intellectual, moral and industrial betterment of Negro girls and young women in domestic service. The convention has under consideration a movement for the establishment of a working girls

training school for Negro women.

Migrants Now Tour To North In Automobiles

Afro Representative Finds Many Summer Parties Never Return To Land of The South

When you see a large touring car with license tag on which is South Carolina, Florida, Georgia or some other southern state, don't always come to the conclusion that they are work.

A staff reporter for the AFRO-AMERICAN noted a large touring car at Conowingo, Friday, bearing a S. C. license and upon investigation found the driver to be George Estus of Columbia and with him were T. J. Neal and a party of ladies, all on their way to Atlantic City where they will make their future home.

This was the second trip for Estus and his party.

According to Mr. Neal, work in South Carolina is only getting scarce, but the old pre-war wage scale is fast coming back. People are still deserting the farm section and in the state where once there were a larger number of farm laborers owned by members of the group than by whites, there has been a sharp decline.

The cooperative spirit, born of many struggles in the South, according to Neal, is being carried into the North. In Atlantic City there is a South Carolina Society which helps to look after newcomers from that state. In many cases jobs have been secured before they arrive and they are helped to fit themselves into their new work.

Labor agents still complain that many states set up barriers to prevent the free movement of workers from farming sections to the industrial centers.

Virginia legislature during session of 1924 passed a law known as the "Emigrant Agent Act". This act or law was said to have been copied after the Georgia law. The term "Emigrant Agent" contemplates in this act — under the Virginia law — above mentioned — Shall be law says — "Be construed to mean any person engaged in the hiring of laborers or soliciting emigrants in this State to be employed beyond the limits of this State."

Any person doing the above in Virginia before paying five thousand dollars "shall be guilty of a Misdemeanor" and upon conviction shall be punished by a fine of not less than one hundred dollars nor more than five thousand dollars or may be imprisoned in jail not less than one month nor more than twelve months for each and every offense.

The law then goes ahead and

makes the following exceptions. The provisions of this act shall not apply to Virginia contractors temporarily engaged on contracts in other states — when "Themselves employing labor for their own use."

The law then says again that the provisions of this act shall not apply to representatives of labor organizations within the State of Virginia — in cases where because of need of employment — they may direct their members to employment in other states of the Union.

Dr. Ulrich B. Phillips, Professor of American History at the University of Michigan, after a tour of Virginia, says, "We have too much labor and the south always produced more than was its own good."

He also thinks migration of the Negro North will be good. The Negro man was unloaded in Virginia and made a slave. He has been freed. Doesn't this law stench slavery and peonage? Isn't Virginia walling in and trying to hold her laborers? But will sell them to the labor users in other states in any amount that they want and will work them for five thousand dollars. Doesn't the law say so?

The Negro deserves credit. He gets very small wages here and in the south. The average Negro looks well and cares for himself out of the little he gets. I like to see him go where he can better his condition. Give him the opportunity to try. I also find in my dealing with the Negro that the average Negro means well and that he is the best labor to be had. They should be given every opportunity to better their condition, if it not, why?

Lynching Is Cause

Clarksdale, Miss., July 23.—Repeated instances of mob violence in this section have disgusted even those members of the Race who have shown some disposition to stay here and put up with disgraceful conditions. "At present hardly a family can be found that is not ready to leave and from this section there will be heavy reinforcements to the army of migrants that are moving northward."

Lynching is given here as the chief cause of the migration. "Why should we stay here to try and accumulate money if our very lives are not safe when we get it? — asked one prominent leader of this community. "We've stood this hideous treatment long enough. Now we're leaving."

Men of standing in the community and women too, agreed heartily with him. It is the better thing to do, he said, leading the exodus from here. It is not at all a case of "the jobless" seeking new fields.

Leave Georgia

Macon, Ga., July 23.—"Georgia has built her record of butchery and crime long enough at our expense," is the statement of civic leaders here who are leading an exodus from this section. "Even now these white folk can do nothing about planting and harvesting; we're through!" It is expected that several thousand members of the Race will leave from this section within a few weeks for northern centers.

They flatly refuse to put up any longer with Jim Crow methods. They want their children to grow up in a civilized country, not amid barbarians. "Georgia has staged just one lynching too many," was the way one woman leader—a woman active and widely known in the club life of this section—phrased the whole situation. "Because we had established homes, built up practices and settled down into the business of living here, many of us were determined to hold out here as long as possible, but conditions have become absolutely impossible. We won't tolerate them any longer. How the South will get along without our labor is their worry. We're through!"

Stirred by Outrages

Jacksonville, Fla., July 23.—"Northward bound!" has become a rallying cry for this section. On all sides members of the Race are rising up to join the northern exodus. Outrage after outrage has stirred the Race to the point where nothing can now hold back the thousands here who have made up their minds to leave regardless of anything that may happen now.

The brutal attack upon Coy Herndon, noted actor and theatrical man, recently capped the climax of abuse and insult foisted on the Race by the whites of Florida. Many who had been undecided whether or not to join the exodus made up their minds after hearing of that outrage.

Several of the most prosperous business men of this section are leaders of the migration that will be ready to leave here soon after the month of August is ushered in. They are prepared even to sacrifice their businesses rather than put up any longer with an environment in which they are treated not as man but as cattle. "I'm tired of being a dog under some white man's feet," exclaimed one prominent professional man whose decision to join the exodus came as a surprise to many who knew of the solid practice he has built up here.

Hold Mass Meetings

Bienville, Parish, La., July 23.—Angered at the poor school facilities given their children, and the insults handed out in every public place to which they turn for amusement, members of the Race in this whole surrounding countryside are ready for a giant migration to the North. "Why should Mass meetings and smaller conferences have shown a practically unanimous decision of the Race to turn its back upon the state of Louisiana and go where human treatment will be extended. Before August plans will be well laid for the exodus, and by the middle of August an army of migrants will be on the road to freedom in the North."

Men of standing in the community and women too, agreed heartily with him. It is the better thing to do, he said, leading the exodus from here. It is not at all a case of "the jobless" seeking new fields.

SEP 27 1926

OUR NEGRO POPULATION.

The Greenville Democrat-Times makes the following editorial comments:

"In the estimates on population given out this year by the United States census bureau, the numerical preponderance of the negro population in southern cities and states is shown to be passing away.

"Mississippi is now the only state in the union that has a larger number of colored than white. The difference is very small. In Washington county the past five years has marked the migration of a large part of the negro population to the north and the coming within our borders of a large number of white people. Every day we see white men doing work that ten or fifteen years ago was done only by the colored man. The census of 1930 will, no doubt, show a white majority in the state.

"While the movement of a large number to the north is responsible to a certain extent, there is another cause—and that is a higher mortality among negro children than among white children. Lack of proper nourishment and sanitation are the principle causes of this. These conditions are improving along with the advancement of education.

"The northward movement of the negro has about ended, however. With the promise of better wages and better living conditions and a few well-planned decoys he went north—some even falling to the lure of promises of social position. But with his increase in numbers in the industrial centers of the great cities of the north, he has found himself handled in a district all his own, higher wages than back home, but higher living conditions that "takes it all, just the same." Many have returned to the southland, others will come later and many will never return.

"On the whole the position of the negro has been improved by the relative decrease in numbers here, just as his position is impaired in the north by his relative increase—an increase which has relegated him to the slums, bad sanitary conditions and general neglect. In the course of time we vision a more even distribution of the colored race throughout the United States, with a larger white population and a smaller colored population in Mississippi. This is better for all concerned. There is no place in the entire nation that shows more consideration for the colored man than in Washington county. Those of the race who are trying are making good here. Colored bricklayers are getting \$1.50 per hour, and one of the best plasterers in the city, a colored man, keeps busy at \$1.50 per hour and at the same time operates a corner store where a large part of his patronage is from white people. We will always have a colored population here and their condition will continue to improve."

THE NEGRO AND THE NORTHERN CLIMATE.

Rev. J. M. Boddy, of Minneapolis, Minn., dissents from statements in an editorial from The Birmingham News, which was reproduced in the Affirmative. The News was unusually fair and discriminating in the manner it deplored the bad treatment Negroes have received in many sections of the South, which, it says, has led to the exodus of thousands of them "to climates for which they were totally unfitted by training and heredity." It is to the sentiment in the quoted words that Dr. Boddy offers particular objection. He says the old idea that the Negro cannot stand the rigorous climate of the North has been proven untrue. In partial substantiation of his contention the following is cited:

"I have lived in the North, South, East and West, and I know. For 16 years here I have worn thin summer underwear (balbriggans) all winter and I never get cold, when it is 19 or 29 degrees below zero. Last winter at 14 degrees below zero, the colored churches were jammed with ex-migrants from the South.

"Enclosed is some 'down-home' cotton—Georgia Rucker—that I made myself, here in Minnesota. A climate that produces cotton is not so bad. Negroes stand it like a Matthew Henson, when he was up yonder with Perry at the North Pole."

Why Migration Continues

The Charlotte (N. C.) Observer, seeing large crowds of colored passengers traveling over the Southern railroads enroute North, declares that Negro migration from the South is going on now as briskly as it did some three years ago when the exodus was of national concern. The Observer is puzzled to know where these people get the money to travel with intimating that very likely this is being furnished by Northern labor agents who are again centering their activities in the South.

The JOURNAL AND GUIDE discounts any suggestion that outside labor agents are contributing much to what migration there is. Recent Southern laws have quite effectively throttled the activities of Northern labor agents in the South.

It is strange that so many Southern white people who are otherwise well informed on general matters fail utterly to comprehend in the Negro any urge to change habitation from the South to other sections in noticeable numbers except upon outside persuasion. When the Negro goes, his white neighbors immediately lay the responsibility for his going upon external forces, when as a matter of fact internal promptings serve to accelerate migration of colored people from the South with as great a force as external allurements.

Self-preservation is the first law of nature and even the instinct of the beasts gives convincing manifestation of this truism. Before the American Congress enacted the present foreign immigration law a million serfs of Europe annually sought asylum in this country with the hope of escaping oppressive economic conditions, and stifling laws and customs of their homelands and with the hope of finding on our shores a broader liberty and brighter opportunity. It is a similar urge that moves the flood tide of Negroes over Southern railroads with the North and West as their destinations.

Frankly, this question of Southern migration including both whites and blacks has just two major promptings—civil and economic. Given the opportunity to labor under tolerable conditions and at wages adequate to provide himself and family with decent living standards as well as to assure his children educational privileges, added to the civil guarantees of equal protection of the law that will safeguard his life, liberty and property, the colored man will be loath to desert the South though he may be ever conscious of and may unceasingly harbor a protest against certain other proscriptions bearing against him out of Southern traditions. What does most to crush the heart

of hope in the Negro of the South is the near-peonage system prevailing in a wide area of his section and blighting his every

OCT 21 1926

Negro Labor in Chicago.

Charleston News and Courier: Discussion of the migration of negroes from the South has waned in recent months, but there is still interest in this section as to what becomes of the negroes who go North. A report just made to the department of labor in Washington of a study of the labor situation among negro industrial workers in Chicago throws some light on the matter.

This study was made by a negro commissioner of conciliation and it shows that while many negroes in Chicago have been working in the same positions for years a great many others hold one job only a brief time and then pass on to something else. The annual turnover of negro labor in Chicago industries varies, it is stated, from 30 to 35 per cent through the year.

"This fact flourishes," says the report, "in the face of uniform prosperity and continuous employment throughout the year, and is commented upon by one employment manager of a firm employing 100 colored workers, skilled and unskilled, in the following language: 'We have employed colored help for twenty years and know them well. The papers and leaders of colored people should strive to get them to realize that they can work the full-time week without injuring their health.'"

That tells a large story in a small compass. But when you come down to it, wouldn't it solve a good many of our problems if the papers could get them to realize the same thing?

Labor-1926

Occupation, Wages, etc.

ALABAMA INDUSTRIAL CONDITIONS NOT LAGGING, SURVEY INDICATES

Increased Production Shown by Reports From State as Whole; Portland Cement Movement Brisk; New Cotton Mills at Albany-Decatur; New Year Promising

By LEON FRIEDMAN

BIRMINGHAM, ALA., Nov. 7.—Special to The Advertiser.—Industrial conditions of Alabama are far from showing a lagging spirit. To the contrary, survey of the whole makes a most favorable showing with prospect of increased production in the near future in various directions, reaching, on the turn of the year a return in practically all lines of wonderful activity.

Alabama coal is being exported, to meet demands which could not be met by English coal operators. Coke is in fine demand throughout the middle west, the southwest and other sections which can draw on the supplies in the northern part of the state. There is a demand for various steel shapes, but few of the lighter shapes having felt any shortage. Some of the steel mills and finishing mills are operating not only to capacity but are operating day and night.

Alabama rail is being produced in greater quantity now than ever before with an unfilled tonnage that warrants the statement that there will be activity for many months to come, a goodly portion of the coming year at least. There is warrant for steady operation of the sheet and plate mills, the tank producers have contracts and structural steel fabricators have a big order book to work out.

There has been a steady movement of Portland cement and the fact that another large plant, capable of manufacturing 2,000,000 barrels per annum will be ready to start operation within the next 60 days does not give the least alarm, but confidence is expressed in these circles that the additional product will find a strong demand.

The various clay products, brick in particular, are enjoying a good market, the several building brick manufacturers being kept busy and not a very great amount of brick going under the shed for storage.

Twenty Million Development

The survey as to the amount of money being spent, above \$20,000,000 in industrial development, practically all of it in the northern part of the state and in the coal, coke, iron and steel producing section, told of a few weeks ago, is being added to almost every other day. The announcements of two new cotton mills, each representing from \$1,000,000 to \$2,000,000 in investment, one to be located at Albany-Decatur and the other at Gadsden are interesting. These will produce fabrics for tire making, use considerable cotton and give employment to a large number of people. The coming in of these industries will mean that there

will be necessity for the erection of house for the employees, churches, schools and other conveyances. In a very short while, announcement will be made of another cotton mill coming into Alabama, one of the largest yet, negotiations being so far progressed as to make it almost a certainty as to its being located in the state. These cotton mills will use much electric power. To the credit of the Alabama Power company, it is to be stated, that the industrial department of the big corporation had much to do to bring about an investigation of the possibilities of the state and also in the final location here.

Other announcements to be made shortly as to industrial developments in this state and reports will be out as to two or three big plants in and north of Birmingham which will require much labor in construction and then when completed more labor.

Alabama Attracts Interest

Alabama is to receive the "once over" by powerful interests during the next few weeks. That there is great significance in the proposed visits is a conclusion of industrial and financial leaders. Coming to the Birmingham district to spend Thursday, November 11, will be the high officials of the American Steel and Wire company, one of the larger and most active subsidiary organizations of the United States Steel Corporation. This corporation has the largest and most modern steel wire and nail mill in the entire country at Fairfield, suburb of Birmingham. Recently the sales office of the corporation at Birmingham, for more than 25 years in charge of J. J. Gilmore, was given more authority and all of the products of the corporation are handled through this office for Alabama, Mississippi and Louisiana. An entire day and half an afternoon will be spent in the district by these officials and in addition to their own mills, those of sister subsidiaries of the Steel Corporation, the Tennessee Coal, Iron and Railroad company, will be inspected.

For four days, beginning next Wednesday, executives and strong representatives of a number of investment bankers of New York, Boston and other points east will make a tour of the larger developments of the Alabama Power company. This bevy of bankers will represent, perhaps a larger financial clientele than ever visited this state before.

Bankers Visit Dams

The bankers will visit Cherokee Bluff, Lock 18, Mitchell Dam, Lock 12 and Birmingham, a dinner to be tendered next Saturday evening.

Members of the American Institute of Chemical Engineers, representing

in its membership many of the foremost technical men of the country, will be in Birmingham, December 6; in Anniston on December 7 and Atlanta, December 8. While a meeting is scheduled for these days, the time will mostly be spent in looking over plants of an industrial nature. In Anniston the electric furnaces will be taken in. Plans are being laid to visit the electrolytic calcium-arsenate plant at Montgomery.

Illinois Manufacturers' association good-will tour will include Birmingham during January, as well as one or two other places in this state. This will bring to Alabama 100 prominent manufacturers who will be shown some of the industrial sights of this state.

That the coming year holds out greater promise than ever before in the way of industrial development is the assertion of a prominent leader of this district. Much depends on the attitude of the coming legislature towards industry. Plans are being considered which will bring about expenditures well up in the millions. Not only will these developments be in the coal and ore mining sections of the state, but also in agricultural sections. One of the larger western dairy products corporation is now making an effort to come into this state and assistance is being offered. The Frisco railroad in building its line from Abbeville, Miss., to Kibbrough, Ala., and thence connecting up with the Muscle Shoals, Birmingham and Pensacola railroad, will develop a rich section of the state, mostly agricultural.

CALL

OCT 26 1926

NEGROES REPLACE FOREIGN LABORERS

All of the white men at the labor camps of the Monongahela Division of the P. & L. E. have been discharged and their places are being filled with Alabama negroes, brot here by the labor contractors who supply the labor for the railroad it became known yesterday.

Practically all of the white men employed and living at the railroad camps, were foreigners. In many cases a number of the men were transferred to other camps but the greater number of them were either discharged or furloughed.

Alabama.

Anniston, Ala., Star

NOV 1 1926 NEGRO LABOR SURVEY BEING MADE BY HUNT

Colored Welfare Worker Is Advising Negro Farm Workers To Stay On Farms

Rev. W. H. Hunt, manager of the Colored Laborers' Employment Bureau, Birmingham, Ala., and welfare worker of the state, is spending a few days in Anniston this week, making a survey of the working conditions in the interest of his people.

Rev. Hunt stated that "the industrial fields in the state are suffering a lag in their operation, caused by the slow demand for the manufacturer's products." This condition, he said, according to the statement of the officials of many firms is only temporary and in a short while all industrial wheels will be moving smoothly and regularly, with a full force of skilled and unskilled labor.

He said, "Anniston firms were making about the same time that the plants around Birmingham, Tuscaloosa and Selma, four and five days per week. This, he stated, the companies were doing trying to take care of their employees as best they could under abnormal conditions."

Discontentment on the farms caused by the low price of cotton, he said, has caused numerous farm laborers to seek employment in the industrial plants, trying to better their condition. This influx of farmers to the cities has given the plants an over-plus amount of unskilled laborers. Rev. Hunt advises his people, especially those on the farm, not to leave the farms but make the best they can there, as the indications are that conditions will be better by Spring.

Rev. Hunt is scheduled to make several talks to his people before leaving Anniston for other points.

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Occupation, Wages, etc.

California.

Pacific Coast Corporation Appoints Race Manager

LOS ANGELES, Calif., Oct. 7
(Pacific Coast News Bureau).—
The National Thrift Corporation
of America, a national organiza-
tion dealing in first mortgage
realty securities, has recently
appointed J. Orlando Mitchell as
special representative in charge
of their branch office at 2024
S. Central avenue, Los Angeles.
Mr. Mitchell will have direct
supervision of all colored agents
and business throughout the dis-
trict, comprising the states of
California, Arizona, Utah, New
Mexico and Colorado.

FORMER OKLAHOMA BANKER

Mr. Mitchell is one of the
pioneer colored bankers of Okla-
homa, having succeeded A. G.
W. Sango in 1906 as president
of the Creek Citizens Trust and
Savings Bank of Muskogee, In-
dian Territory. Later in asso-
ciation with A. G. W. Sango and
Warrior Rentie, Mr. Mitchel
was one of the organizers of the
Freedmen Land & Trust Co.
also of Muskogee, and the first
colored realty organization in
the Territory, pioneers in colon-
izing the territories with South-
ern colored farmers.

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Canada.

Occupation, Wages, etc.,
**THINGS SEEN, HEARD AND DONE
AMONG PULLMAN EMPLOYEES**

By JAMES H. HOGANS

Negro men, of both American and British nativity, have always entertained a high regard for the way they do things in Canada, but if the latest project of the *New York Age* Canadian National Railways with reference to its Negro dining car waiters is put into effect, this regard will receive a severe jolt.

News dispatches from Canada announced recently that the Canadian National Railways, the second largest railroad system in Canada, had decided to replace its colored waiters with whites on all diners operating on its de-lux trains in and out of Canada, some of which are the Continental Limited, the National and the International Limited. It is said that the tips to waiters on these trains are munificent. Due partly to that, partly to politics,—for The Canadian National Railway is operated by the Canadian Government—and partly to a recent request of the Canadian Brotherhood of Railway Employees that an equalization of wage rates for both white and colored employees of the system be put into effect, are some of the versions given for the proposed change by the colored waiters and by persons in close touch with the situation.

E. W. Smith, superintendent of the sleeping and parlor cars, restaurant and the dining car departments of the road, said the change was being made because the colored crews have not given satisfaction. That excuse for the replacing of the men was accepted with skepticism by the officers of the C. B. R. E., who said that no complaint prior to the placing of the proposed schedule of wage rates had been made against the services of the colored employees.

The Toronto Daily Star, in its report of the change, charged T. E. Church a member of the Canadian Parliament, with advocating the replacing of colored men by white men on the International Limited and other high class trains of the Canadian National Railways, on the floor of the House of Commons in Ottawa.

The writer of the article went so far as to imply that the system is showing ingratitude by supplanting these Negro employees with white employees, after so many years of faithful service, especially after the economic improvement in the road's condition. The following are his personal comments on the subject: "The fact is, colored waiters have been used on account of the economic conditions which existed on the old G. T. R. During the past eleven years the writer has spent on the G. T. R. and the C. N. R., Negroes, waiters and cooks, through their economical conditions, have had to work far in excess of what they received in wages, three and four having to do the work of four and five, which is a great saving to the railroad company. What has been the result of these years of faithful service? The C. N. R. has made progress and the financial condition is such that it is now able to take care of these white waiters, as can be noticed by difference in wages."

In making the change, the Canadian railroad is not only giving white waiters the preferential trains, but is paying them \$79.50 a month as against \$65 paid to the Negroes.

Now in the States we are accustomed to having them do things that way but in Canada! The procedure seems exotic to the British sense of justice and fair play. Moreover, the charge of unsatisfactory service is difficult of belief, even at this distance.

If there is any one field of work in which the Negro has supremely demonstrated his working efficiency—or superiority, if you care to consider that term—it has been in the dining car department of the railroad service. Ever since the advent of this class of service in railroad operation, he has been a part of it, and is used today by practically every big railway system in this country.

Some of these roads have at various times tried the experiment of replacing Negroes by men of other races, but the experiments have always proved failures. The roads had to capitulate by taking them back. True, the big hotels have found other men who are satisfactory as food service.

Labor - 1926

Connecticut.

Occupation, Wages, etc. The Labor Situation

Compiled By Special Arrangement With
The National Urban League

WHERE THE NEGRO MAY the general situation; individual
FIND WORK IN HARTFORD contractors, both open and closed
shop, were consulted as to their at-

Viola M. Falmetta

Hartford, Connecticut, presents little industrial opportunity to its four thousand Negro residents. Fourteen of the largest insurance companies in the country have their home offices there, and these together with the tobacco industry and manufactures requiring skilled labor represent the outstanding occupational openings in Hartford.

Before the World War the Negroes there were chiefly identified with domestic and personal service and with the poorly paid and fluid labor of the tobacco fields. During the war, the lack of foreign labor opened up opportunities for colored workers in factories and the building trades, and great numbers of them were brought from the South for work in the tobacco fields. Even under the pressure of war conditions, however, there was little but unskilled labor offered them and often when their work became skilled they were still listed upon the payroll as unskilled. At the close of the war, Hartford felt the general business depression and Negroes found little improvement over their pre-war status. Many who were employed during the war as harvest hands were forced out of employment. School boys who were once assured of employment during the spring and summer can no longer look to Hartford for work. The insurance companies, which form so great a part of the business life, will hire them only as porters, janitors, watchmen, and messengers; while in the highly skilled industries the Negro is barred because of the fact that the young workers learn through apprenticeship.

Mr. A. J. Allison, Executive Secretary of the Committee on Work for the Colored of the Central Council of Social Agencies of Hartford, recently made an investigation of the Negro population which shows clearly the occupational trend:

Common laborers and unskilled workers, 424; skilled and semi-skilled workers, 87; business, 34; professions, social workers, and teachers, 28.

The demand for colored laborers in the building trades suggested that there might be an opening for skilled mechanics in that field. Upon investigation, however, the outlook was found to be far from encouraging. Trade union and Open Shop officials were consulted as to

the general situation; individual contractors, both open and closed shop, were consulted as to their attitude toward colored building trade mechanics; and workmen were questioned regarding their attitude toward colored artisans. The conclusions drawn from the answers were as follows:

1. Organized labor does not welcome colored building artisans and will hinder any large number coming into the trade.

2. The Open Shop Association is not enthusiastic for colored artisans but, at times they are short of certain types of workers and then they will send out colored men to fill places in these trades.

3. The colored workman must be better than the white, if he is to get regular work.

There is at present a generous supply of labor in Hartford and therefore the Negro has no basis for bargaining power.

Labor-1926

D.C.

Occupation, Wages, etc. N. Y. CENTRAL AGREES TO HEADQUARTERS FOR DINING CAR WAITERS

AFRO Bureau—

Washington, D. C.—Rienzi B. Le-do so by applying at bureau. Dr. S. mus, president of the Brotherhood of Dining Car Employees, announced last Monday that his organization had been successful in getting the general management of the New York Central Railroad Company to establish sleeping headquarters with recreational and reading room facilities in New York City for dining car employees.

The sleeping quarters are only for car employees running between New York and Buffalo, but the recreational and reading facilities may be used by all New York Central dining car employees. These quarters will save these employees \$15,000 a year.

The negotiations resulting in the establishment of these headquarters were conducted by Mr. Le-do, S. A. Trueheart, of Buffalo, vice president of the Brotherhood of Dining Car Employees and A. R. Biting, president of local No. 3 of the brotherhood, New York City.

500 Colored Laborers Wanted.
Fare Paid New York
Brick Yard \$5.00 Day

Three hundred colored women day workers in the city at \$2.50 to \$3 a day. One hundred houses for sale—six rooms, \$300 cash. Also for rent. Apply at American White Cross Employment Bureau and White Cross Real Estate Society, 1024 W St. N. W., and 2125 11th St. N. W., corner of W and 11th Streets N. W. Phones North 9334 or North 3068.

Announcement was made today by Dr. Simon P. W. Drew, president of the American White Cross Employment Bureau and White Cross Real Estate Society that they have just moved into its new home, 1024 W St. and 2125 11th St., corner of W and 11th Streets N. W.

Two hundred students for part time work wanted: 300 colored women day workers, \$2.50 to \$3 a day; cooks, \$100 per month, couples \$150 per month; dishwashers, truck drivers, waitresses, chamber maids, janitors, porters, seamstresses, nurses, typists, office work, chef cooks, chauffeurs, laborers, in the city. Students of Howard University, Frelinghuyen University, and

any other school wanted for part time job.

Sale department have on hand over 100 houses cheap for sale, \$300 cash down. Six and nine rooms, and houses for rent.

Any girl or woman who wish to enter the swimming try-out contests may P. W. Drew will preach a special sermon Sunday, October 3, in Cosmopolitan Baptist Church, 1317 Corcoran street northwest, between 13th and 14th streets at 11 a. m. and 8 p. m.

Race Man made Supervisor by Rail Officials

Advancement of the Negro in the most important branch of transportation open generally to the race—dining-car service—is indicated by promotion of chef-cooks to the all important post of supervisors of kitchen service. Close on the announcement of Mr. Press's promotion to traveling chef of the Baltimore and Ohio Dining Car Service, was that of Mr. Roscoe Simpson, of Washington, as traveling chef kitchen inspector of the Atlantic Coast Line, with headquarters at Washington. Mr. Simpson is a young man, hardly pass 30, a native of Buffalo, N. Y. He was trained on the Great New York Central Lines and was a first-class chef at 22. Also, he has had wide experience in all-around cooking. He was a member of the Brotherhood of Dining Car Employees until his elevation.

Now comes announcement of the Seaboard Air Line, peer of any dining car service extant, of Mr. Allen's promotion to traveling chef inspector. Mr. Allen, also a young man, has served on the Seaboard during the period of dining service reconstruction and, therefore, is fully equal to the occasion. He lives in Washington and has had great experience with the culinary art, of which he is a master.

Labor-1926

England

**Occupation, Wages, etc.,
Negroes To Man Liners In
British Ports, Is Rumor**

LONDON, May 10.—The Trades
Union Congress received
reports that the steamship companies
are considering employing American
and South African Negroes for ser-
vice as stewards in British ports.

St. Louis Argus
5-14-26
St. Louis Mo.

PULLMAN PORTERS RESENT PALTRY WAGE INCREASE GRANTED BY COMPANY

TRIBUNE REPRESENTATIVE
VISITS N. Y. HEADQUARTERS

The Managing Editor of the Washington Tribune visited the headquarters of the Brotherhood of Sleeping Car Porters in New York this week to ascertain the reactions of the porters to the recent increase.

He found the Brotherhood offices greatly enlarged and a force of clerks and officials of the Union busily engaged in handling the business of the porters and maids. Four stenographers are required to keep the executives' desks clear of correspondence. Roy Lancaster, general secretary, is in charge of a busy staff of trained office employees as only would care to meet.

Work often extends well into the night, and since it is largely a labor of love, there is no complaint about over hours. There are a succession of callers from morning until well into the evening, most of them being Porters from distant points.

The spectacle of orderly business is very different from the evident oppression noticeable at Sunnyside, the only railway yard visited. In the Porters' rooms one finds copies of the Chicago Defender; Whip; the St. Louis Argus and other Race papers that responded to the Pullman company's desire to have propaganda in its interest, and inimical to the men distributed via big headlines on their pages.

As in the Washington yards, there are many copies of these papers handed out to the Porters without charge by representatives of the company. The Tribune is not included in this favored group at Sunnyside since it has not sponsored company propaganda. This paper is, however, to be found in the offices of the Brotherhood and on stands in the Harlem district patronized by the Porters.

Contrary to the hopes and expectations of the Pullman Company, the Pullman Porters are more dissatisfied since the wage increase of 8 per cent

granted through the Company's hand-picked wage conference than they were before they got it. They take the \$5.40 a month of 18 cents a day increase as a slap in the face a definite insult. This is sharply emphasized by the fact that the working conditions have practically remained unchanged.

The porters are still required to make 11,000 miles or nearly 400 hours in order to get the monthly wage and before they can get pay for overtime, which is paid at the rate of 60 cents a hundred miles or less than is paid for regular service.

Randolph Goes to Coast

Randolph goes to Coast in an effort to secure not only 51 per cent of the porters but 100 per cent. A Philip Randolph, General Organizer, and A. L. Totten, Field Organizer, are storming the West and far West in the interest of the Brotherhood.

In St. Paul and Minneapolis the opposition has been completely routed. A series of meetings, all of which were packed and jammed met with a city-wide enthusiasm and interest. The showing in membership will go beyond 70 per cent.

From St. Paul, Randolph and Totten go to Spokane and Seattle Washington, San Francisco, Oakland and Los Angeles, Kansas City, St. Louis, Mo., Detroit, Cleveland, Pittsburg, Washington, D. C. and back to New York.

Pullman Porter Agitators Still Bungling, Says Mays

Dining Car Workers

Will Draw Back Pay

With the Pullman wage conference concluded, a new agreement signed and a new wage scale established, transportation circles here are quietly watching the result both upon the men and the influences, at work organizing the Brotherhood of Sleeping Car Porters. The organizers headed by Philip Randolph have moved to points West and are planning, it is said, to set up active organizations in St. Paul, Seattle, Oakland and Los Angeles, where, it is said, a more radical feeling pervades the porters than in the more conservative East.

R. L. Mays, who has been a storm center in the present wage fight, and whose friends point to as the man who brought the porters wages from \$25 and \$27.50 a month in the earlier days to \$67.50, reiterated his charges of bungling and in effect said a few well meaning men were simply throwing good money after bad if they listened to a promise of getting \$155 a month as a flat wage.

"Certainly," stated Mays, "you may quote me as saying the so-called managers of the brotherhood wasted their opportunity through inaction; also everything I predicted has happened, and it took no prophet to see it."

"There is nothing controversial in the statement of fact that three times I went to bat for the porters and won money the men now draw amounting to over \$5,000,000 a year. Immediately the increases were paid the men quit. Even the few good men quit, saying they could not carry the load and that it was a case of throwing good money after bad. I expect history to repeat."

Asked why a wage of \$155 a month could not be negotiated for porters, Mr. Mays produced official stenographic records of porter cases presented to the wage board to prove his contention by citing the effect tips have on the action of the board members in making a wage basis. At one hearing a labor member of the board stated to grant porters a basic wage of around \$100 would make them better paid than skilled mechanics who had spent a lifetime in learning their trade.

"Things like that are the revelant facts of a wage structure, large figures and big promises are bunk when made by me or anybody else," concluded Mays, who seems to consider the Randolph movement a failure, and who is now in a controversy with Senator Watson of Indiana over what he calls possibilities of race discrimination of the new railroad law before congress.

Dining car cooks, waiters and porters of the C. R. I. & P. R. R. company are drawing two and one-half months back pay for over-earned wages. All men who were in the service between April 1925 and July 1925 have checks at that commissary and are urged to equate the same from Assistant Superintendent V. C. Mays.

The checks from the efforts of R. L. Mays and the employee committee. Commenting on same, Mays gave a Defender reported the estimated overtime secured for these men during the past 12 months as \$41,430.04, the same being compiled by Chief Statistician Hart of the United States railroad labor board from official reports made to the interstate commerce commission by the Rock Island company, according to legal regulations of that body.

LABOR

Efforts of the Division of Industrial Relations of the National Urban League to have the Executive Committee of the American Federation of Labor include a representative of our race on its board, and would be pushed to a successful conclusion.

With the exception of the U. S. Cabinet there is no place where the influence of direct representation could be felt with such far reaching effects as in this great body which is shaping the trend of labor in this country.

Of all forms of discrimination and race isolation those which effect wages and working conditions reach deepest into the welfare of the millions of toilers of the group. Altho the policy of the A. F. L. is to include Negroes in its program on equal basis with that of whites, the fact still remains that in many unions they are openly excluded.

Direct representation will be the only way to correct an evil of this kind and bring the two groups into closer relations.

In recommendations presented at a recent session of the Executive Board and sent to President Green, Mr. T. Arnold Hill, the Director of the Division says:

The number of Negroes in the trades and industries has increased during the past fifteen years to the point where they constitute an important economic factor in many of the cities of the North.

Many of these men and women are already working for wages that are far below the standard set for the occupations in which they engaged. They

are thus endangering the health and happiness of their own families, but more than this, they are endangering the reforms which the labor movement has sacrificed to achieve in order to benefit wageearners everywhere. If this state of affairs continues, the rapid strides made by Negroes in industry will break the hold of white men and ultimately lead to confusion and destruction within the ranks of organized labor.

In keeping with its avowed policy the AFRO-AMERICAN urges that civic organizations and leaders throughout the country actively join this effort and that every means available be employed to impress the federation with the importance of this move.

Porters' Fight Reaches Congress

Congressman Celler Tells
Labor Committee of
Small Wages Paid Them

WASHINGTON, D. C., April 26. —Congressman Emanuel Celler, Democrat, from Brooklyn, N. Y. took the plight of the Pullman porters to the floor of Congress Saturday.

According to Celler, the porters who ride on trains are ground in the Pullman yards and are paid an average of only \$870 a year, he said, with tips averaging but \$20 a month.

The Congressman charged that the company allows a porter "the enormous pension of \$18.50 a month when he reaches the age of 70."

Robert Lincoln, son of President Lincoln, also is a member of the Pullman board of directors. "Every attempt made by porters to organize has been met with an avalanche of Pullman funds to thwart their efforts," Celler said.

"Colored publications have been subsidized; pulpits have been bought; heads of schools in the South have been bribed to propagandize against the underdog Pullman porters and maids."

"Even during the World War the railroads refused to pay the full increase of wages granted by the war labor board. Some of the

southern states have anti-tipping laws to add to the sorrows of the porter."

PLIGHT OF NEGRO BRICK- MAKERS

Washington, May 17.—Employed in the brick, tile, and terra cotta factories in the United States are more than 10,000 colored wage-earners, who receive approximately \$12,000,000 per year in wages. Dependent upon these wage-earners for their shelter, food, clothes and education are more than 25,000 women and children.

But now this great industry which gives employment to 103,000 people is menaced, according to the "Monthly Digest," just issued by the Common Brick Manufacturers' Association of America, "to extend that suggests its complete annihilation," due to the fact that European manufacturers are SHIPPING INTO THIS COUNTRY, each year, millions of bricks made by wage-earners who receive about one-quarter of the wages paid for similar work in the United States. It is claimed that if the present rate of increase of foreign bricks is maintained it is a matter of only a few years until the importations will have completely displaced the American product. The foreign-made brick is sold below the price of the American brick the importers selling their product under the lowest possible price at which the American manufacturer can sell for.

An important point is that the importation of these large quantities of bricks has not lowered construction costs in America nor reduced rents, and that all of the benefits go to the foreign manufacturer and his selling agents.

MAY 22 1922

Negroes Filched By Pullman Company, A Study in Industrial Race Exploitation Vast Profits Traced to Pauper Wages

By BENJAMIN STOLBERG

Washington—Inordinate profits of the Pullman company "are ample and sufficient to better working conditions and hours of employment of Pullman porters and maids" is one reason why congress should investigate this corporation, according to a resolution introduced by Congressman Celler.

The porters organized when they awakened to the trickery of the Pullman company "union," and President Green of the A. F. of L. has assured these exploited workers that he will assist them to improve conditions.

Mr. Celler's resolution declares that conditions of labor that the company imposes on their porters and maids "are so below the American standard of living as to shock the public conscience."

Since 1867 the company has "ploughed back" more than \$100,000,000 into its capitalization. During that time the company paid its stockholders over \$269,000,000 in cash dividends and \$64,000,000 in stock dividends. Its net profits last year were \$15,771,976.

"Every reasonable effort made by the Pullman porters and maids to organize for the purpose of collective bargaining," the resolution states, "has met with constant and stubborn resistance of the Pullman company, who have used every known method that wealth can purchase to prevent said organization."

The present wage for porters is \$67.50 a month. It is graduated upward over a period of 20 to 30 years to \$90.

There is no pay for preparatory time, and the company gains several hours' labor from each porter on every trip. If a Pullman porter is scheduled to leave New York for Washington at 12:30 midnight, he reports at 7:30 p. m. These five hours preparing the car is not included in his pay.

Porters are never assured sleep as they are always subject to the call of passengers. If sleep is taken they must steal naps in the smoking room after every passenger has retired.

When extra porters report for duty they are not paid unless employed. The "doubling" system is one of the most vicious of the Pullman working conditions.

"Doubling" means leaving for another point immediately after the porter's arrival off a run, however long. If the porter misses his line because of "doubling," he is not paid during the time he must wait to catch his regular run.

The porter is required to buy polish and equipment for shining shoes. If he does not shine the shoes he is laid off for 15 or 30 days and if he shines them and requests pay he is penalized.

These workers rightfully object to unfair working conditions that are unknown to travelers in Pullman cars, and which have been a factor in the large profits of this corporation.

The Pullman Peon

A Study in Industrial Race Exploitation

THE Pullman Company does not furnish transportation.

Your railroad ticket pays your fare. Your Pullman ticket pays for two things only, for rent and service. The Pullman Company is a rapid-transit hotel organization. It rents seats and cots; also cabins and private cars. It provides a smoker and a public washroom. It serves no food. All the tricks which in the last decade have transmogrified the stationary hotel into an artificial community cannot be sold under locomotion. In their stead the Pullman Company offers the vigilant and artful service of the colored porter. Porter, house-man, janitor, and valet, he is the genius of the gentle art of travelers' comfort. He is chosen with great care, for his skill is all the Pullman Company sells. But for his skill you would save the rent—in the day coach.

The company has a patent monopoly over our entire railroad system. It extends into Canada and Mexico. Its directorate is neatly interlocked with those of the principal carriers. Its conductors get \$100 a month less than train conductors. Its army of office workers is one of the worst paid in the country. The Pullman cars and the major part of their upkeep are supplied by a profitable subsidiary, the Pullman Car and Manufacturing Corporation, all of whose stock is held in the Pullman Company treasury. The public pays the company's railroad tax with each ticket. All these and many other happy factors integrate the Pullman Company into one of the best-paying hotel properties in the world. Some of its leases are, indeed, fabulous. The "Dresher," a parlor car which makes four daily one-way trips between New York and Philadelphia, is so crowded that its smoking-space is usually also rented. Its thirty-six seats bring in 75 cents a spot, four times a day. Allowing for the occasional vacancies, for the usual \$934.75 for depreciation, and for the surcharge to the carrier, the "Dresher" is about 200 per cent more profitable than a suite of equal floor space at the Ritz-Carlton. Of course, the Dreshers help to raise the profits from more provincial runs.

The gross revenue of the Pullman Company during the last fiscal year was \$90,318,319; from the sleeping-car service alone \$83,927,749. Its net profits were \$15,771,976; from the sleeping-car service alone \$12,631,103. Yet President Carry tells the world that the Pullman Company makes "less than 5 per cent on a fair value of the properties." This feat in fiscal magic he achieves by omitting the dividends from the manufacturing subsidiary; by hiding in the non-itemized mazes of almost \$66,000,000 for "operating expenses" exorbitant high-official salaries; and by assessing the company's properties (among which he does not forget to list the manufacturing subsidiary) at over \$195,000,000, most of which was fertilized by constant inundation of fictitious security issues. If all the dividends paid out on water since the company's organization

had been invested in a trust fund at 4 per cent compound interest, this fund would now amount to about \$160,000,000, every cent of which was paid out at the expense of the sleeping public and at an unconscionable wage exploitation. Such a trust fund would now yield in annual increments from interests and dividends enough to cut Pullman charges by 10 per cent at twice its present pay roll. On the board of directors, which controls the stock, e represe. he House of Morgan; the financial, indus-

public utility, and insurance interests which cluster about the First National Bank of New York and the Illinois Trust and Savings Bank; and the Marshall Field, Vanderbilt, and Pullman families. The board consists of twelve directors, among whom are Messrs. J. P. Morgan, George F. Baker Senior and Junior, Harold S. Vanderbilt, John J. Mitchell, and Robert T. Lincoln, son of the Great Emancipator by birth but representative of the Pullman family by marriage.

MAKERS

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MAY 22 1907

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Occupation, Wages, etc.

These twelve apostles of the Pullman Service are anxious to serve you day and night—through "George"; so vigilant is their vicarious service at a humble "less than 5 per cent" that when "George" leaves Boston on a 23-hour run to Chicago they permit themselves—in his person—only three hours sleep, if Upper No. 1 is free. Otherwise he must steal a nap in the smoker, at the mercy of your bell. When "George" takes his car from New York to Key West on a return ~~trip~~ 105 hours he enjoys total of twelve hours' sleep. During the night he must shine your shoes—with his own polish. If you have any complaints against him he is summoned for investigation—on his own time.

Interesting Industrial Survey Made by New York Urban League Workers

Ira De A. Reed Reports That Negroes Hold Many Important Positions in the States of Ohio, Kentucky and Virginia

That Negroes are holding positions as experts in large chemical companies and other skilled jobs in commercial plants was made known by Ira De A. Reed, industrial secretary of the New York Urban League, who recently surveyed the industrial and labor conditions existing among Negroes in Ohio, Virginia and Kentucky, in an interview granted to an Amsterdam News reporter.

In observing the living conditions of industrial workers in the large centers, Mr. Reed expressed his surprise in finding such beautiful and clean communities. The racial feeling that exists in some places, he said, was rather remarkable. Pointing out Lexington, Ky., as a fine example, Mr. Reed told how the two groups took part in recreational activities together in a harmonious way.

In Louisville, Ky., the secretary pointed out, there is a big business boom. The housing condition there for Negroes who are in good circumstances is excellent.

An interesting story surrounding the rise of an automobile washer in a white filling station containing over 11,000 gallons of gasoline to the managership was related by the surveyor. This station is located in Huntington, Va., and the hero of the story is Chester A. Thompson.

About three years ago Thompson secured a job as car washer at the U. C. It Filling station. A white manager hired him. The car washer, who had been a miner, watched the operation of the business rather closely.

Over eighteen months elapsed and the "big boss," the white owner of the concern made an inspection visit to the place. It was evident that the manager had misappropriated funds after the books had been audited. Disgusted with the loss, the owner fired the man in charge and ordered Thompson to dispose of the stock on hand at once.

Thompson, in disposing of the gasoline and other accessories on hand, did so well that the owner decided to allow him to run the business. The story has progressed now to the point where there are four Negroes and a white man working under his supervision.

Labor trouble in the Champion Chemical Company of Springfield, O., years ago led to an opening for a large number of Negroes. Mr. Reed told how a factory helper had been called upon by the heads of the concern to recruit workmen. The man himself has now advanced to factory manager and other men are employed as chemists in the research department and as chief electricians.

Another interesting situation

was recalled by the industrial secretary from his observation in Lexington, Ky. Robert T. Togan, a contractor, is superintendent of the Combs Lumber Company, one of the largest mills in the central part of Kentucky. Aside from that he has been awarded a contract to erect a municipal building for the city.

LEMUS SECURES ANOTHER RAISE IN PAY

New York, Sept. 9—On the same day that the big eastern railroads named the vice-president of the Erie and the general manager of the Pennsylvania to arbitrate the selected wage increase demands of 80,000 conductors, baggage masters, brakemen, flagmen and switchmen, the Brotherhood of Dining Car Employees of which Rienzi B. Lemus is president,



RIENZI B. LEMUS

concluded three years of negotiation with the New York Central Lines.

As a result the wages of dining car cooks have been increased to the standard wage scale in effect in the eastern region, which were established on the Pennsylvania in 1921 and on the New Haven, Boston and Albany in 1926. Waiters will receive \$85 a month for out-of-car service, and quarters in Harlem, resulting in a saving of \$12,000 a year in lodging expenses. Improved working conditions also resulted, and dining car employees will be given annual passes on the same basis as other classes of employees.

The contract was signed by the Adjustment Committee of Local No. 3.

Brotherhood of Dining Car Employees, Wm. Walthaur, Twentieth Century Limited chef serving with the only colored steward, John Jones, chairman. The mainspring of the machinery was J. R. Bitting, president of Local No. 2.

THE NEGRO IN RAILROAD SERVICE.

It is encouraging to note that avenues for service hitherto closed to Negroes are now being gradually opened to those of character and efficiency.

The following editorial from The Charlotte Observer, a white Southern paper, on "The Negro in Railroad Service," indicates a change of attitude on the part of Southern whites in the matter of giving the black man a chance to work in fields for which he is prepared:

"Ever see a Negro taking up tickets in a Pullman car? The Observer has seen one and has remarked on his polite demeanor and his manifest efficiency in handling the tickets and looking after the convenience of the travelers. It was on a Michigan Central Train, going to Toronto, and when it developed that the Negro conductor was doing 'sub' duty at the time, he was nevertheless conductor in fact. He may be the only Negro conductor on record, but it transpires, through report by the Department of Labor, that there are two Negro Superintendents of railroads in this country, one in Florida and one in Ohio. Furthermore, as many as 97 Negroes have desks in the telegraph offices of railroad companies. One hundred and eleven Negroes are employed as locomotive engineers, and 6,478 as firemen. Two hundred and two Negroes are inspectors of way and structures; the same number are telephone and telegraph linemen; one hundred and eleven are baggage and freight agents; 2,784 are switchmen and flagmen; 1,195 are foremen and overseers, and 4,485 are brakemen. In all, 136,065 Negroes are employed in the ser-

vice of the railroads of this country. The Negro figures more largely in railroad work as porters and day laborers, but the facts indicate that he is regarded as capable of filling places higher up."

PORTERS ON DIXIE TRAINS GET INCREASE

Fight of Three Years
Brings Results

Richmond, Va., Oct. 8.—More than 300 train porters in service on the Southern Railway system were granted a wage increase and adjustment of working conditions after a conference between Arthur B. Hill, general chairman of the Association of Train Porters, Brakemen and Switchmen, and C. D. Mackay, assistant to vice president of the Southern Railway system.

The increase in wages is on the step rate basis and will cost the railroads more than \$1,500,000 a month or over \$20,000,000 a year. The agreement, which is the only contract between any train porters today in the United States, is for two years and expires after until 30 days' notice in writing from either party to the other of a desire to change.

Controversies between the association and the management of the road have been going on for more than a year. Several conferences have been held, but failed to agree as to what shall constitute just and reasonable wages for the employees in question. The working conditions were agreed upon last October and the wage question was taken to the United States railroad labor board, but the board was abolished before it could give a decision. The case was remanded for further conference between the parties concerned to make efforts to negotiate a settlement.

This is the first action toward the plans of more than 1,000 train porters employed on various railroads throughout the United States for a national wage increase that will place on the pay roll for train porters approximately \$125,000 more a year. For more than three years there has been an upward trend in the cost of living and in wages for railroad employees.

Nearly every class of employees of the railroads has been considered and granted wage increases except the train porters. Only a few railroads have granted their porters a wage increase.

BLAME COLLEGE FOR STANDARDS OF LIVING

Big Schools Rushing All Pupils Into Professional Colleges Says Cools

NO PREPARATION FOR THE SKILLED TRADES

Result Is Professional Complex And Deification Of Doctors

Schools and colleges are blamed for the low standards of living prevailing today in an article entitled, "Negro Education and Low Living Standards," by G. L. Cools, a high school teacher of Chicago, in the current issue of the Educational Review.

Mr. Cools declares that the big schools are rushing all their pupils into the professional colleges and are giving none of them preparation for the skilled trades. The result, he declares, is the professional complex among colored people and the deification of the doctor as the biggest man in the community.

\$20 a Week
According to Mr. Cools the average wage of the black working man is \$20 a week. The lowness of this average is due to the fact that over 95 per cent of Negro workmen are unskilled. The average wage of the white worker is low. His average skill is low because his education agencies are directing their efforts and efforts into channels which do not endure a high wage scale.

The schools, he declares, are all concentrating their efforts in production of professional men, of whom there is at present a sufficient number, he says, to attend to the needs of the group.

The Doctors

The school declares there is reason for the constant selection of the professional course by the black youth. It isn't a question of income, for a large number of doctors after having received their professional degrees have to seek work on the road or in the post office to keep from starving. Back there at home whence he came the only person of consequence among his group are the professional ones. The doctor is usually the biggest man in the community and that holds true no matter how mediocre he may be.

The preacher, lawyer, pharmacist, he is also a doctor, and the professor occupy their places in social esteem second only to the doctor. They represent the acme of success. Mothers point to them with pride as personages worthy to be emminated by their children.

Teachers Inspires Children

The same condition prevails in the school. Teachers tell their school children they must become as great as the community doctor. Through direct and indirect suggestions the child is taught to regard the profession as the highest goal which he may strive to attain.

It is quite natural, therefore, that the youth should select the profession to any opportunity that is given him.

This blind worship to the profession by the people of color has created among them a professional complex which is a virtual religion. It is their philosophy of life at least. It has no basic reason. It is economically unsound.

Intelligence Lacking

The group has the right to expect a more intelligent point of view from the institutions of learning. They should know what becomes of 99 percent of the students who fall out of the ranks. If they investigate they will find that these young people who spend from five to fifteen years in school and were forced to leave for some reason, or other have fallen into the ranks of unskilled workers. They have become the active competitors of those who never had the opportunity to see inside of a school room.

The long period of time is spent in school, the expenditure of large sums of money incident thereto, have availed nothing. They were not trained to work skillfully with their hands.

Fallen short of the professional goal in not being trained to find an intermediary landing place in the field of craftsmanship they have been swallowed by the ocean of blighted ambition. They have the schools to thank for their colorless ambitions. They have the schools to thank for their low living standards.

If the colored school is to serve the group effectively it must devote its time to a program of education, it will create a substantial producing class. The more crying need of the group is for skilled producers of wealth and not for mediocre, parasitical professional men.

With a sufficient producing class functioning there will be no black man's problem such. There will be no antagonism of white labor and white labor unions.

The hostility coming from this source is due primarily to the fact that there is not a sufficient number of skilled black workers to threaten the existence and stability of these organizations.

With a few thousand of efficient mechanics ready to take the place of the whites whenever the workers go on a strike, there would be no further trouble about getting into the union.

Black coal miners have no trouble in getting into white miners' unions. In the state of Ohio they hold executive positions in these organizations.

The Negro school has ample time to redeem itself. It can do so, however, only when it adopts a comprehensive program to train black boys and girls to occupy places of responsibility in the producing fields of commerce and industry.

The young people from the kindergarten up to the college should be required to devote one-third of their time to the mastery of a trade.

DINING CAR COOKS GET INCREASE IN WAGES

Boston, Mass., Sept. 1—Effective today, dining car cooks of the Boston and Albany Railroad get substantial wage increases by virtue of a superceding contract just consummated by the railroad company and the Brotherhood of Dining Car Employees.

Wages are not included in the increased rate of pay, but, with the cooks, will be benefited from greatly improved working conditions.

The new contract results in fourteen months of persistent and tactful work by the Brotherhood representatives. The Railroad Labor Board was abolished about the time conditions were most favorable for a new organization victory. The useless Watson-Parker Law was invoked by the railway company but the organization demurred and insisted upon further negotiations, as the Watson-Parker Law absolutely is of no service for others than the "big four" transportation brotherhoods. The results reflect the wisdom of the course followed; for the management had denied every employee request, and through it one hundred per cent improvement in conditions of employment compensation of cooks and waiters accrues.

J. H. Marcy, superintendent of dining service, represented the railway and Rienzi B. Lemus, grand president of the Brotherhood, signed for the cooks-waiters, members of local No. 2 of this city.

Fine credit for the unusual achievement is due the local adjustment committee, of which T. O. Gee is chairman.

ROCHESTER, N. Y.

Herald

NOV 1 1926

Finding His Place

In his address before the Social Workers' Club Tuesday evening Eugene K. Jones, secretary of the National Urban League, ascribed the continued presence of Negro colonies in Northern cities to the increasing demand for the services of dark-skinned Americans. In the last fifteen years, and particularly since the period of stress brought about by the war, the American Negro has found a large place in the economic life of the Northern states. There is every indication that the shift of population from the South into the Northern industrial centers is permanent, for the new arrivals have proved their worth as workers, as well as demonstrated their ability to get on in a new environment.

No review of the progress of America in recent years would be complete without some reference to the astonishing advance made by Negro citizens from their former condition of economic helplessness to a position of self-sufficient independence. The demand for labor on the land in the South has made a place for the black man in the life of the Southern states. His skill is also increasingly recognized in the South. But there is not the demand for industrial labor in the South, as yet, that exists in the North. It is in the Northern cities that the darker Americans are finding their new opportunities for advancement and their shortest road to economic independence.

In Rochester the number of Negro residents is still comparatively small, despite the large part played by this city and its former famous resident, Frederick Douglass, in advancing the cause of freedom. But in many other Northern cities, from Boston to Detroit and Chicago, the increase of Negro residents in recent years has been so large as to cause serious congestion. Happily, the interracial committees have reduced the shocks of readjustment and brought about peaceful relations where misunderstandings might have caused trouble. The result is that the Negro is firmly established in the North, taking the place to a certain extent of European immigration now reduced to a minimum.

It is worthy of note that few newcomers in the North have made a greater advance in the last fifteen years than have the dark-skinned Americans from the South.

THE NEGRO WORKER'S TROUBLES IN THE NORTH

A survey just made by an investigator into working conditions of the negroes in various localities of the North and Northwest reveals many disenchanting features, the most notable being the steady narrowing of the field of opportunity and the exclusion of the negro from many lines of employment. The same old spirit of resistance to the negro's presence in many industrial fields crops out and his chances of getting a livelihood where he has only his brawn and muscle to sell grow steadily less. The surveyor reports that in such states as Minnesota, Wisconsin, Iowa, Nebraska and other states the whites resent giving employment to negroes. "The whites are sufficiently numerous in those sections to fill all the important places in industry, and they insist on filling them," this writer says. In St. Paul recently a manufacturer who undertook to employ negroes in his plant met with stiff resistance from the white employees. For a time after the war when labor was scarce negroes were in demand in the North. That stage seems to have passed, and the negro immigrant finds his economic position increasingly difficult. The negro in the South has little difficulty alone this line. While segregation is sometimes insisted on, Southern white people do not seek to hinder the negro from working. On the contrary they encourage him to work. The industrious, honest negro in the South never lacks for white friends to help him along. The sensible negro will take this into consideration before leaving his home in the South to seek greener pastures elsewhere.—Selma Times.

Labor-1926

Occupation, Wages, etc.

A LETTER TO DELEGATES TO PULLMAN COMPANY'S WAGE CONFERENCE

By A. PHILIP RANDOLPH

General Organizer Brotherhood of Sleeping Car Porters.

You have been elected to the Wage Conference. Some of you are earnest and sincere; others selfish, ambitious and hypocritical. You were elected by un-American and un-Democratic methods. Most of you were voted for by the men involuntarily, under threats and intimidations. Some of you really believe that you can help the men through the Conference. Some of you are well-meaning but misguided.

At the outset it is well for you to realize that this is the Company's Conference, organized, owned and controlled by it. The cards are stacked against you. This method has been tried by the workers of America before, on and off the railroads, but without success. The Company union sugar-coated the Employee Representation Plan has been weighed in the balance and found wanting. Your case is like the lamb in the paw of the lion. They only lie down together when the lamb is in the paw of the lion. So it will be with you and the Company. Of course, you will be flattered, cajoled and honey-fugged; you will be told that you are great men, that the members of the Brotherhood are scoundrels, and that the Employee Representation Plan is your only salvation; that the Company is your best friend; all of which is pure deception.

The Company knows, the porters know and the general public knows that the Brotherhood of Sleeping Car Porters compelled the Pullman Company to call this conference. It is called in a desperate attempt to head off the Brotherhood, to arrest its progress. Of course it will give you an increase in wages, but remember, not on account of your being in the Conference, that is merely an excuse for giving an increase; it is because of the progress and agitation of the Brotherhood of Sleeping Car Porters. Don't thank the Company; thank the Brotherhood. You never would have gotten anything were it not for the union. Now although the Company feels that you are sure things, that you have no minds of your own, that you can be moulded like clay in the hands of a potter, don't permit them to make a complete fool of you.

Elaborate and sumptuous banquets will be prepared for you; plenty of smokes and drinks will be furnished you, and so-called big, hypocritical and corrupt Negro leaders will orate to you on the virtues of the Pullman Company and the wickedness of the porters' union. They have been bought and paid for with Pullman money. Like the dog before the graphophone, they are listening to their master's voice, the Pullman Company. Ask these very same leaders have they protested to the Pullman Company against the violation of the rule of seniority, by placing untrained, inexperienced Filipinos on the club cars over the request and protest of Negro porters who have five and six stripes, been twenty and thirty years in the service?

Putting the Filipinos on the club cars is a definite and flagrant violation of the agreement made between the

porters and the Company, in the wage Conference of 1923. May I ask, if the Pullman Company has not kept that agreement, what assurance have you that it will keep the one you are about to sign? Making an agreement is not important, keeping it, enforcing it, is the question. Thus granting that the Company gave you a good agreement, you could not enforce it, because you have no power, and you have no power because you have no organization.

In this Conference, the Company may pity you, but it will not respect you. It fears and respects only the Brotherhood of Sleeping Car Porters.

And dear delegates, don't be misled by the Pullman Company's propaganda which is circulated to the effect that this Conference will halt the progress of the union. The wish is father to the thought. It will do nothing of the kind. It will only help it because the men have brains enough to see that they would not now be getting the little the Company is giving them were it not for the Brotherhood of Sleeping Car Porters. The Brotherhood is a reality. It is on the map, and here to stay. It is no spasmodic bubble of enthusiasm. It is a solid, enduring, imperishable achievement, a steady, progressive, constructive movement. It will prevent the Company from reducing the wages of the men as well as force the Company to raise them. It will also remedy and correct numberless grievances of the porters which are bound to arise from time to time. Just as the Locomotive Engineers keep their union, though they are the highest paid on the railroad workers, in order to get greater future wage increases and constantly to improve the conditions under which they work, so the Pullman porters need a union of, for and by themselves for all time, to protect their interests, else the Pullman Company will take away what they give them when they get good and ready.

Now what can you do to help the men? If you are in earnest in your desire to help your fellow brothers, demand: (1) 240 hours or less in regular assignment, (2) an increase in wages from \$67.50 to a living wage of \$155 a month, (3) conductor's pay for conductor's work, (4) time and a half for over-time, (5) the elimination of Filipinos off the cars, since they were used as a threat against organization, (6) pay for porters who report for duty whether they are sent out or not, (7) the right of the porters and maids to join a union without interference or discrimination against them by the Company.

Refuse to sign the agreement unless these demands are granted. Remember the eyes of the Brotherhood are on you. These demands will be a supreme test of the Company's pretensions that it is your friend. All of these demands will benefit you. You want them. Be men and contend for them and stage a memorable stand by leaving the Conference, if they are not granted. It will be a tribute to you, an honor to your race and a lesson to the

General

Company, it will ever remember. Of course, all of you would not do it. Because some of you are hopeless Uncle Toms, but others of you more manly spirits should form a minority, block and deadlock the Conference unless it treats the porters justly, since it is upon the porter's labor that its wealth depends.

Sincerely yours,

A. PHILIP RANDOLPH.

OLD-TIME SLEEPERS JUST WORTH DOLLAR

Porters Long Time in Service
Describe Experiences.

BY OLIVER SHERWOOD.

(Copyright 1926.)

CHICAGO, Feb. 13.—When James B. Newsome, the oldest of Pullman porters, died this week after 55 years of active service, he left behind a store of written reminiscences that rivals any story book tale of travel—a vivid picture of the development of railroad transportation in the span of life.

Today another old-timer, William Jenkins, now the dean among Pullman porters, with 52 years of service to his credit, added his bit to the romantic story. And he is only one of 57 porters with 40 years or more of service, still actively at work, who can tell this tale of progress.

It is a picture from the "dollar cars" of half a century ago, six beds to the car, candle lighted, wood heated and none too pleasant, to the comfortable luxurious spick and span sleeper of today.

"When I look over some of the steel battlefields that run on the trails of today I certainly want to say to the people, now, with this electric light, steam heat, water and everything are mighty lucky," observed Jenkins from out his half-century experience.

"When I entered the service in 1870 I was running on a car called 'Two-light Star' from Chicago to Springfield, Ill. This car had six beds with wood burning stoves at each end of the car. I cannot remember how many times a night I had to fill these stoves to keep the car warm. Even the engines used to burn wood and they had wood piled up beside the tracks.

To Dining Cars Then.

"After a while we got two new cars, the 'Evening Star' and the 'Morning Star.' They had upper as well as lower berths, and ran between St. Louis and Kansas City. It took about 26 hours to make the trip. In those days we didn't get any salary and we had to clean our own cars. We carried drinking water at the end of the car in a pail. We always carried a coffee pot on the stove and made up sandwiches and sold coffee. There weren't any dining cars."

Not Worth Over \$1.

In the early days of sleepers it cost \$1 to ride in the sleeping cars; a dollar for a bed, no matter what the distance. Riders were pretty nearly willing to admit that it wasn't worth any more.

Porter J. H. Fletcher, 50 years in active service, but now retired, has a vivid recollection of the "dollar car" that used to run between Richmond and Baltimore.

"They had stationary berths and no uppers," he said. "When a passenger wanted to go to bed he would come from a coach, pay a dollar and turn in. In the morning he would wash and dress and return to the coach, as there were no seats in these sleepers."

"From time to time it was my luck to handle that type of car, but when a porter got one of the Pullman palace drawing room sleeping cars with Baker heaters and oil lamps he was in his glory."

The late porter Newsome enjoyed telling how the old trans-continental trains, even if they didn't have all the sleeping accommodations of the modern Pullmans, out-did them in the matter of menus.

Prairie chicken, partridge, quail, venison and buffalo were the common meal courses in those good old days, and he would describe the dishes with a realism that still made his mouth water.

He liked best though to recall his frontier acquaintances. He served Buffalo Bill several times, met the James boys, was acquainted with "Wild Bill" Hickok and served Gens. U. S. Grant, William T. Sherman and P. B. Sheridan.

Newsome traveled nearly 6,000,000 miles in the service of the Pullman Company and had the acquaintance and friendship of thousands.

"My mother taught me never to quarrel with a fool, but to humor him. I study my man and know him. That way I know what is wanted."

Newsome gave that as the basis of his service philosophy.

But all of the old porters join with the younger ones in disapproving the public's habit of calling them "George."

"Call us porter with a little distinction to it, and we will be much more appreciative," they advise.

A service which keeps men attached to it for half a century and more has a dignity which they want recognized when they are addressed.

PULLMAN HEADS WAGE MEET GIVE PORTERS SALARY BOOST NETS BIG SALARY JUMP

Also Grants Extra Pay For
Delayed Runs; Employees
Given Free Insurance

A \$1,000,000 increase in the pay of Pullman porters and maids has resulted from a conference with the Pullman Company just concluded in Chicago. The 12,000 porters and maids were represented by 18 delegates elected by secret ballot under the Plan of Employee Representation.

The starting wage in various classifications of porters on February 15 will be \$72.50, \$79, \$85 and \$90.50 per month. The rate increases with service, until a maximum per month of \$83.50, \$90, \$97 and \$104 respectively is reached.

Pullman porters and maids have suffered no reduction in wages, as have other railroad employees, since the war time peak. With the present increase their wages are now 23.75 per cent higher than during the war, and 141 per cent higher than in 1913, during which period living expenses increased 56.1 per cent.

To Receive Extra Pay

This new increase in pay totals 10 per cent, there being a straight wage increase of 8 per cent and additional remuneration in connection with working conditions equivalent to 2 per cent. After Feb. 15 porters and maids will receive additional compensation when trains are delayed; additional rest time is provided on one night runs; and improved conditions have been worked out in connection with extra service during times of heavy travel.

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The Pullman company furnishes maids and porters with a free insurance policy equivalent to one year's salary, provides free sleeping and rest quarters for them at away from home points, and those of 10 years' service receive two free uniforms a year.

Report Is Made

Porter James Sexton, who was chairman and Porter T. E. Griffin, who was secretary, made the following statement before leaving for their respective homes:

Every contention brought by the various representatives was carefully discussed by the said representatives in conference among themselves and then by unanimous vote laid before the representatives of the management as a unit request.

After lengthy discussion in joint conference in which both sides laid their cards on the table face up, and after a frank and dispassionate consideration of all angles of the requests for revision, the management presented certain statements as to its economic problems and supported those statements with indisputable facts which representatives of the porters and maids had to consider in entering into the final agreement.

The result of the conference was on the whole agreeable to all of the representatives except two, who refused to sign the agreement because they felt the wage increase was not as great as they had expected.

Big Increase Seen

Messrs. Sexton and Griffin stated that the improved working conditions and wage increase would amount to more than 10 per cent increase and that combined they would add more than a million dollars a year to the pay roll of the porters and maids of the Pullman company.

They also state the conference throughout was conducted with the utmost spirit of fairness and good will on both sides—it began that way and ended that way.

MILLION DOLLAR EFFORT OF THE PULLMAN CAR PORTERS

And some unmentioned costs as seen

By Rienzi B. Lemus
President, Brotherhood of Dining Car
Employees

The news is out of Chicago. Pullman porters and maids—around 12,000 receive wage increases aggregating a million dollars per annum. That is good news, even it could and shall be better. For it represents the power of organization in embryo. The employer grants the employee a cool million a year to discourage labor union organization to more reasonably protect himself and his. Employer

had no such intention six months ago, as he gave approval to a public statement that porters did not need increases in pay. So if the porters can get a million increase in six months, what could a lot of them do in twelve or twenty-four months? Possible achievement is obvious. And the cause of the recent increases shall be recorded as the "Pullman porter's million dollar effort."

It costs the great, well managed, lucky Pullman Company one million to try and keep the porters down—that is what it pays the porters. What it paid for others' services none but "others" and the stockholders and directors may ever know. Pride justifies concealment. The ably directed corporation got about the "worse" propaganda possible by the worst propagandists ever. The snooping section was like the man forty years a detective who never had a "scent," not even when laying in a field of Jimson weeds on watch for the quarry which never was in that neighborhood.

The Aframerican

The Aframerican hustlerati waxed fat and swung a mean walking stick while the good thing lasted. It seemed actually as Aunt Lindy Watkins thought about Washington when preparing in Montgomery to join her daughter and son-in-law: "Yes, chile; I'se gwine to Wash'nton wid my chil'm. Dat's whar dey makes de money. All yo has to do is go 'an ax fur it." The porters are great benefactors, even indirectly; for the hustlerati was on the limb when the great sentinel of sleeping America in transit began his typical liberty-loan drive to accomplish the statutory 51 per cent membership to qualify as a labor union in accordance with the provision of the Transportation Act and Labor Board rules. Even walking sticks were fit companions for lopsided cutaways, run down heels, greasy head coverings, runaway overcoats, threadbare neckties, parting collars and what once were gloves. By November the ragamuffin group was satorically on a parity with its fellow psychologists of the clergy and the law, who had come in to save the race, along with the editor, who it is alleged got a thousand rocks to put out an excellent anti-organization article and then "evaporated"; in consequence of whichso did his publication. The hutlerati surely worked on the juicy yellow cheese, as rats will. The Pullman Company has not seen the last of the Brotherhood of Sleeping Car employees. It, however, must have decided to part company with the Aframerican hustlerati.

Some Increase!

A million a year gives each employee an average or less than \$7 per month. It is supposed to be an increase of 1 per cent. Not much, compared to bricklayers, plumbers, locomotive engineers, bootleggers, but 10 per cent, nearer the goal of a "tipless"

day. For Pullman porters, like dining car waiters, bellhops, taxi-drivers, evangelists, do not work on a basis of standard or "living" wages. Part compensation is by so-called gratuities: The "tipping" custom is about as much susceptible to eradication by statute as whiskey is by the Volstead Act. It shall go gradually only if and when those who render service on such basis organize and force wage increases until a "living" wage is achieved. The Pullman porters have come by ratios of increases around 140 per cent nearer to the goal than they were in 1918. (No statistics available on evangelists).

Doubling Out

Authentic detailed information with respect to rules, most important part of an agreement such as consummated by Pullman Company and Porters, has not reached here. Until and unless rules governing payment of "doubling" (going out when due to layover) are agreed to, only the surface has been scratched.

Most people, not even the railroad mens' folks, do not know that the dining car cooks and waiters are employees of each and every railroad operating dining cars, while Pullman porters are in the service of a corporation which contracts to furnish sleeping and parlor car service to the railroads' patrons. Porters are not in the same employment nor do they render similar service. So it is to be hoped no dining car madam will get porters' increases confused and accuse the old boy of holding out. All fair-minded folks must, however, doff their hats to the porters and congratulate them for their million dollar effort.

Labor - 1926

Occupation, Wages, etc.

As important as a job is to any man not born to wealth or inclined to crime, it is amazing to observe the vast element of caprice which enters into the choice of occupation.

Work for Negroes. This, too, despite the reputation which employers have given themselves for dealing coldly with fact.

The Director of the Bureau of Employment for the Pennsylvania Department of Labor and Industry tried to learn from 1,000 firms, the extent to which Negroes are found adaptable to their work. They are adaptable, he discovered, in all lines ranging from common labor to skilled work. But not in the same places. Whereas one firm employing 30 found their adaptability limited, another employing 50 found them an absolute necessity, another could use them only on concrete work, another only on furnaces, another only as laborers, another as laborers' helpers, another only on asphalt work and still another found them average workers in any line. Yet they are essentially the same Negroes filling all the jobs. But in each particular instance a racial adaptability is predetermined and their chances for work thereby limited.

REACTION OF PORTERS TO PULLMAN COMPANY'S INCREASE STARTLES

ST. PAUL, Minn., Mar. 4. — Contrary to the hopes and expectations of the Pullman Company, the Pullman porters are more dissatisfied since the wage increase of 8 per cent. granted through the Company's hand-picked wage conference than they were before they got it. They take the \$5.40 a month or 18 cents a day increase as a slap in the face a definite insult. This is sharply emphasized by the fact that the working conditions have practically remained unchanged.

The porters are still required to make 11,000 miles or nearly 400 hours in order to get the monthly wage, and before they can get pay for overtime, which is paid at the rate of 60 cents a hundred miles or less than is paid for regular service.

Porters Have No Agreement With Company

According to the company's own plan of Employee Representation, which requires 24 delegates to ne-

gotiate an agreement; that each delegate be voted for by all of the 12,000 porters who vote, the wage conference could not lawfully negotiate an agreement.

In the first place, because of the refusal of a large number of the porters to vote for the conference only 18 delegates were selected and put over on the men. But even out of the 18 elected not selected delegates two refused to sign the agreement, since the plan requires a unanimous signing of all the delegates.

Randolph Goes To Coast

Randolph goes to Coast in an effort to secure not only 51 per cent of the porters, but 100 per cent. A. Philip Randolph, general organizer, and A. L. Totten, field organizer, are storming the West and far West in the interest of the Brotherhood.

In St. Paul and Minneapolis the opposition has been completely routed. A series of meetings, all of which were packed and jammed met with a city-wide enthusiasm and interest. The showing in membership will go beyond 70 per cent.

From St. Paul, Randolph and Totten go to Spokane and Seattle, Wash-

ington, San Francisco, Oakland and Los Angeles, Kansas City and St. Louis, Mo., Detroit, Cleveland, Pittsburgh, Washington, D. C., and back to New York.

ROBBING THE PORTER

By ASHLEY I. TOTTEN

Digging deeper into the economic condition of the

porters and maids it has been found that there are yet some very interesting facts which the public ought to know, and Japanese who are of various degrees of mixture. In the commissary department the Pullman porter is employed in the capacity of a chef, cook or a waiter. He is or to accuse anyone of the theft.

In addition to this outrage the porter finds himself known officially as the buffet-broiler porter or the buffet-water car porter. His rate of pay is ten dollars more per month or the same wages received by the "in charge" is not given the opportunity to get tips and if he is found porter. He is also given a 3% commission on all drinks with a sandwich which he brought from home for personal use, he is fired from the service. A porter who has and foodstuffs for the passengers.

On a buffet-broiler car, the porter prepares short orders given years of service in the broiler trade was called such as steaks, chops, ham and eggs, fried potatoes which down by the Assistant Superintendent Mr. Saring of the orders are cooked upon a large sterno heating arrangement-New York District, who told him that he was not sup- ment, and as it is impossible for him to cook and wait posed to take even a sandwich on the car, and threatened on the table at the same time they also provide him with immediate dismissal when he said that he con- another porter who cares for the passengers in a general considered such a ruling to be an imposition.

The mere fact that the porter is charged up for his way on the trip. The buffet car porter or water car porter as he is meals is reason to make one believe that the buffet-broiler usually called is the man who sells drinks such as ginger-service is operated at a loss to the Pullman Company. ale, white rock water, lemonade and also cigars and ciga-Suppose we study this point carefully: A loaf of bread rettes. If the porter on the car is a Negro then he is for instance must yield ninety cents. It must therefore rated as a waiter, and receives the pay of a waiter. If he carefully cut into six orders at fifteen cents an order, he is a Filipino then he is rated as an attendant, is If there are six orders of toast, then a loaf of bread must furnished with free uniforms, and paid at a higher rate yield \$1.50 or twenty-five cents an order. The Pullman with 10% commission on goods sold.

The Negro porter in buffet service is compelled to stockare three slices to an order at the rate of fifteen cents the car himself. He reports to the commissary depart-per order. Out of one loaf the porter is charged up ment and signs up for all foodstuffs, drinks, cigars, etc., ninety cents, hence the Pullman Company after deducting which are to be sold on the round trip, and which heavythe cost price makes a profit of seventy-five cents.

If there are six orders of toasts at twenty-five cents load the porters has to carry from the commissary de- If there are six orders of toasts at twenty-five cents partment over the dangerous third rail tracks until he an order the porter is charged up to the sum of \$1.50. Deduct fifteen cents the original cost of the bread when finds his car. It might be explained that he is responsible. Deduct fifteen cents the original cost of the bread when for even the crumbs of bread that are charged up against it is fresh and the Pullman Company makes a profit of him, and it might also be pointed out in passing that \$1.35 out of one simple loaf of bread. Now it happens during the porter's absence, it is alleged that other em- that the standard size loaf is not always obtainable, and ployees with master keys may go into his car and stagea Ward loaf which is a trifle smaller is substituted. Out luncheon parties and help themselves to his best cigars, of this Ward loaf the porter is expected to sell six orders and turn in to the Pullman Company the profits of sev-

One porter has shown receipts amounting to \$531.17 and sixty-five cents and one dollar and thirty-five cents re- which he paid back to the Pullman Company within six years as a result of buffet shortage. The figures quoted spectively on each loaf. Quite often after the porter has received his supply for the round trip he finds that they have slipped him some stale bread which has shrunk to a minimum size. The result is that he cannot get six orders out of such a loaf, consequently he finds his check a few cents short on the following pay day. A can of beans which is unfit to eat is returned by the passenger and the porter has no way of explaining this to the com- missary officer.

Year	Amount
1921	\$ 19.06
1922	48.71
1923	23.90
1924	183.28
1925	166.22
1926	71.40

Now it is quite clear that the porter would not con- tinue to rob the car of its provisions when he realize that he is actually robbing himself. The truth of the matter is that after he has checked up and turned in his reports the car is at the mercy of others, and th official count made by the checker from the commissar- department is the only report recognized by the Pullman

There is one thing certain, neither the passenger or the Pullman Company entails the loss of that can of beans. The porter pays and he always does. It is because of this plain robbing that the Pullman porter usually steers clear of the buffet car service and thus avoids being starved to death.

The problem of the sign-out-clerk is to find a man who will operate a broiler or buffet car, because it is known generally that he is robbed, and there is no way to find out who is robbing him.

In the meantime the inference is that since force of circumstances compels him to accept his pay minus what is termed buffet shortage the porter is considered a moral thief in the eyes of the Pullman Company.

3811 Pullman Porters Own Homes, 1401 Own Autos

NEW YORK.—Of the 10,400 pullman porters in the country, 3,811 have entered a steel plant for the first time. They own their homes and 1,401 own automobiles, not all Fords.

This is an official statement from mining sections of Kentucky, the Pullman Company published in the Wall Street Journal, registered, while Fort Wayne, Ind., recently the Journal, the Pullman Company is the largest employer of colored people in the country.

Annual wages range from \$870 to \$1,248 and the average annual tips amount to \$900, which makes the annual income of a porter vary from \$1,770 to \$2,148 which does not include overtime work.

Three thousand three hundred porters, according to the survey, have been in the pullman service 10 years and receive free uniforms, therefore, twice a year.

Says the survey, a large proportion of doctors, lawyers and other professional men were able to earn their degrees through summer work as pullman porters.

Urban League Notes
on Labor Progress

Urban League Notes on Labor Progress

According to an announcement made by the Industrial Relations Department of the National Urban League, T. Arnold Hill, director, the two sections of the country showing the most satisfactory conditions in industry for Negroes are widely separated. New York City district and the city of Milwaukee, Wis. The New York district, which includes part of Jersey City, where prospects are unusually bright, has actually witnessed the importation of colored workers from the South for railroads and industrial plants. Wholesale transplantations usually reveal weaknesses in the jobs offered. While the rule has followed in this case, the movement has not been entirely unsatisfactory. Wages offered have been 50 cents per hour, with 75 cents for overtime.

In Milwaukee two plants are looking for molders and chippers. Conditions there are good in all lines, and the colored worker is getting a good opportunity. Both Milwaukee and New York have done something for school boys, who have found work harder to obtain than usual, on account of the failure of the Pullman Company to offer them work as porters.

In New York the Motion Picture Operators' Union has finally admitted colored operators to membership. As a consequence, the pay of some of them has doubled. In Milwaukee electric crane operators

URBAN LEAGUE REPORTS ON INDUSTRY FOR JUNE

Bulletin No. 4 of the Industrial Relations Department of the National Urban League summarizes employment conditions throughout the country as follows:

Industry on a whole was static during June and the situation among Negroes coincided with this general condition. Here and there fluctuations were recorded and a few outstanding events were reported. The incidents cited below are the principle reported deviations during the month of June:

ATLANTA—This city provides the most glaring injustice reported because of the signing of a bill by Mayor Sims, granting a minimum wage of \$100 per month for all "white" skilled and semi-skilled city employees. Forty colored male employees of the city have petitioned the Committee on Church Co-operation of Atlanta to intercede in their behalf for a higher wage. The men, fearing the loss of their jobs or other forms of intimidation, have used fictitious names and addresses.

ST. LOUIS—A leather goods factory employed 125 colored girls in a new department. They were provided by the Urban League of that city. Then comes also this amusing statement: "With the coming of hot weather, whites doing street work are being rapidly replaced by Negroes."

ST. PAUL—The American Radiator Company has promised to employ forty colored men in a new foundry to be opened in August.

DETROIT—The steady inflow of Mexican common labor is disturbing the already unsettled conditions of Detroit. Prophecies as to its effect upon Negro labor are frequently made. The Negro population is 81,000. In 1920 it was 41,000.

RALEIGH—A movement of labor toward new development sections of the state is noted and there is a report of a temporary movement to Washington, D. C. of bricklayers on account of a large building programs there.

LANSING—The new Olds Hotel is employing a small number of doormen, bus boys, porters and cleaners. Efforts are being made to extend this employment to bell boys and waiters, but local opposition makes this improbable at present.

SAN ANTONIO, TEX.—The first Negro orchestra to play at a white hostelry in San Antonio, Tex., is filling a summer engagement at St. Anthony Hotel. Alphonse Trent's orchestra has the contract.

JEFFERSON CITY, MO.—The first street contract to be awarded a Negro has been granted Charles Marberry to grade a city block. He employs all colored help. His contract is \$5,000.

MINNEAPOLIS—Negroes were re-employed by the Minneapolis Street Railway Company. At the instance of the Urban League of that city the company was prevailed upon to disregard complaints of inefficiency and permit another trial. Maurice Rothschild's Store hired a maid and a night watchman. They were the first Negroes to be employed there.

SUMMARY

Cities in which business houses employed Negroes in June for the first time: Lansing, San Antonio, Jefferson City, Missouri, Minneapolis, Milwaukee, St. Louis.

Significant industrial problems: Students from southern schools stranded throughout the North. The city of Louisville has paid the transportation of a number of these boys back to their homes. As many as 17 were provided with free transportation in June.

Atlanta has enacted another discriminatory law. It granted raises to white city employees and ignored colored city employees.

Union Labor: No report of recent friction between white and colored workers involving union labor. Approximately 100 colored girls are on strike with white workers in the cloak workers' union in New York. In Raleigh less hostility is reported against Negro bricklayers by white union bricklayers. In New York, motion picture operators, recently permitted to join the union, reported greatly increased wages. One colored operator, formerly employed at \$45.00 a week for sixty-six hours work, now receives \$63.02 a week for thirty-five hours work.

Labor - 1926

Occupation, Wages, etc. URBAN LEAGUE REPORTS INDUSTRY

New York, Nov. 24 Bulletin No. 11-14-26
of the Industrial Relations Department

ment of the National Urban League. Reports from our advisors in various summarizes employment condition parts of the country indicate no no-throughout the country as follows: ticeable fluctuations. In cities in The inordinate exodus of Negroes which there are usually reportable from the South in recent years is again incidents there appear to be no changes being felt in the cotton areas. Ar. afflicting colored workers. The ex- Kansas, Tex. and Ark. souk. The ceptions are New York City, in the universal movement to the cotton boroughs of Manhattan and the fields, though heavy and continuous. Bronx. In Manhattan a new laundry does not supply the demand. The gave employment to girls, a book. present wage of \$1.50 per hundred keeper, and a solicitor. A publishing pounds and board—the average wage house and a large laboratory gave em- paid throughout Missouri will doubt ployment to their first colored office less be increased to secure a suffi. boys. From Manhattan also comes client supply. There are reports of the report without stated reason of daily movements of Negroes to Arkan- the replacement of colored waitresses sas where cotton stands unpicked and by white, and in Brooklyn a depart- wasting. Agents from several organi- ment store discontinued the use of zations have been seeking the return colored girls as elevator operators be- of Negro families from Chicago. The cause of irregular attendance at work. excursions are run frequently to en- A Brooklyn factory gave employment courage the movement, scant success to five young men as grinders, the has attended the effort. The cotton first colored to be employed except as seed oil mills of Pine Bluff, Arkan- porters and a position for a civil en- sas, have added fifty colored workers gineer has been found with a reliable concern.

From parts of Georgia and South Carolina large numbers of Negroes went to Florida to rebuild the regions devastated by the recent hurricane.

A growing sentiment within the ranks of organized labor to organize Negro workers is noticed in many sections of the country. In Philadelphia where 2500 tobacco workers are employed, efforts are being made to secure their membership. In Hot Springs, Arkansas, it is reported that the change in union sentiment toward Negroes is "noticeable among brick-layers." In Columbia, S. C., more Negro plumbers and electricians are at work. These are two trades where rigid union restrictions have greatly interfered with the granting of licenses as well as employment of Negroes. In New York colored motion picture operators, who waged a prolonged fight to secure union recognition, are picketing a Harlem theater as a protest against the theater man-

agement employment of non-union operators in its other picture houses. In Chicago an electrical workers' union has made concessions to colored electricians who seldom, if ever, enjoy full union recognition.

Reports from our advisors in various parts of the country indicate no noticeable fluctuations. In cities in the South there are usually reportable incidents there appear to be no changes being felt in the cotton areas. Ar. afflicting colored workers. The ex- ceptions are New York City, in the universal movement to the cotton boroughs of Manhattan and the fields, though heavy and continuous. Bronx. In Manhattan a new laundry does not supply the demand. The gave employment to girls, a book. present wage of \$1.50 per hundred keeper, and a solicitor. A publishing pounds and board—the average wage house and a large laboratory gave em- paid throughout Missouri will doubt ployment to their first colored office less be increased to secure a suffi. boys. From Manhattan also comes client supply. There are reports of the report without stated reason of daily movements of Negroes to Arkan- the replacement of colored waitresses sas where cotton stands unpicked and by white, and in Brooklyn a depart- wasting. Agents from several organi- ment store discontinued the use of zations have been seeking the return colored girls as elevator operators be- of Negro families from Chicago. The cause of irregular attendance at work. excursions are run frequently to en- A Brooklyn factory gave employment courage the movement, scant success to five young men as grinders, the has attended the effort. The cotton first colored to be employed except as seed oil mills of Pine Bluff, Arkan- porters and a position for a civil en- sas, have added fifty colored workers gineer has been found with a reliable concern.

We are informed of a transfer to Fort Wayne, Indiana, from Akron, Ohio, of a force of thirty-five foundry workers.

General.

Impressions of Dixie

Another Emancipation Coming

II
NORTHERN-BORN NEGROES, filled with horror at tales of lynching and segregation in the South, are inclined to think that the migration to the North was due, primarily, to those things. Beyond the few who were chased by the mob, it is safe to say that the majority came because of oppression in the pocketbook and they saw relief in the North, or came because of better business projects. In short, they boiled with indignation, not at the lynchings, but at the size of the pay envelope. 12-15-26

And when work slackened in the North they returned to the South in hordes, the majority remaining in the same place. Many workers told me with some heat

that they could get jobs at home they couldn't get in the North. One blacksmith, working at his trade, said the best job he could get in Detroit was as a helper.

Everywhere I found Negroes in the South doing work, mechanical work, that could have been secured only with great difficulty in the North. Of course, there ought to be no cause for surprise at this, since a large portion of the labor there is black, just as in the North the bulk of it is white.

Further proof that the migration is economic is the fact that there is a continuous migration of northern Negroes to the South—of teachers, clerks, accountants, stenographers, insurance agents, who come to fill surplus white collar jobs in Negro concerns. Many marry and make themselves at home, assuming the protective psychology, and even becoming anti-North, while many are heartily sick of it but remain for the money's sake.

These facts may seem to bear out the southern white's statement that the South is the best place for the Negro, but it points to something worse: It shows

that the Caucasianized Negro, here as well as in the West Indies and South Africa, is so much of a white man within, and hence so filled with aversion for himself that he hasn't sufficient group-sympathy to be irked by conditions that would be most galling to the whites were they in the Negro's place.

When the southern white man says the best place for the Negro is the South, he is thinking not of the Negro, but of himself. He prefers to employ Negroes in certain capacities or to have them around mainly because of lower wages, color ego-tism, the Negro's definitely fixed social position, and for self-exaltation. I have always felt from my experiences in America, Europe and elsewhere that white persons have less racial color or prejudice than mulattoes and blacks.

What the whites want are economic and sexual exploitation of the Negro, and as Olmsted pointed out in his "Slave States," race relations are cordial or disturbed in proportion as these forms of exploitation are permitted or resisted.

For instance, the Jim-Crow law of Georgia expressly provides that when a colored man travels as the servant of white he rides in the white coach. This is the law, written or unwritten, over the entire South, and includes convicts in the charge of white sheriffs.

Between Durham and Greensboro is a bus line that will take Negroes only in these capacities, hence one way to wipe out the Jim-Crow car is for all Negroes to become domestics or convicts.

What is aimed at, as was said, is the social degradation of the Negro, in order that his labor and his sex power may be had in the cheapest market. Hence, too many Negroes, white men at heart, demand segregation.

I talked casually with many native whites, and I found among them a great dislike for the foreign born white, particularly the Jew, who was positively detested, and who is saved only by his color from mob attacks. When the white foreigner goes South, instead of being exploited he becomes an exploiter. He starts in by invading the southerner's special preserve, the Negro, and having fattened on that, turns in and exploits the would-be exploiter.

And so for that and other reasons the Negro gets the preference at the rougher work. At times he even gets a white collar job, minus the white collar. Wearing that would be "social equality."

For instance, in Atlanta, the white nurses refused to wear the same color of uniform as the colored; in La Grange, Georgia, a textile town, the company houses for the white are painted white; those for the colored, chocolate. To have them all of the same color would be "social equality."

Wages, generally speaking, are from a half to three-quarters of what they are in the North, except in such lines as brick-laying, plastering, coal mining. Many are in the union and get the union wage, but complain, as in the North, about discrimination. Housemaids get six to eight dollars to the North's ten and fifteen; porters, ten to fifteen to the North's eighteen and twenty-five; farm hands, a dollar and a quarter to the North's four. Food costs about the same, but rent is cheaper and the general standard of living is lower.

There are exceptions, however, as in Birmingham, where wages are almost as high as in New York. Birmingham Negroes, with plenty of ready money, have perhaps a higher per capita wealth than elsewhere in the South.

The labor in Birmingham, however, I understood, was of a militant nature. It is a stopping place for Chicago and the Middle West, and for those further South, who after making a rapid stake in the foundries hurry on. This had the effect of cheapening labor, the blame for which was placed on greedy labor agents.

Wages, as was said, were generally low, and the employers sought to keep them so. I was competently informed that when Sears, Roebuck and Company suggested paying Negro workers in Atlanta fifty cents an hour that the Chamber of Commerce objected; the same in Norfolk, Va., when the Ford plant attempted to pay the Ford wage to Negroes, and other instances.

Nevertheless, I found particularly among domestics a sentimental attachment for the job. One defect of Negro psychology is that it is too effuse over small mercies. The Negro worker is too inclined to think that an employer does him a favor by hiring him.

The South, with the greatest undeveloped resources, agricultural and perhaps mineral, is the new goal for northern capital. The textile industries have

practically deserted New England; Birmingham, not Pittsburgh, is rapidly becoming the steel city; North Carolina is progressing rapidly; almost everywhere there are signs of industrialization.

The South, with the raw material on the spot, low taxes and plenty of cheap, unorganized labor, adult and child, is the northern capitalists' paradise. But this will not be for long, as industrialization means increased education, which brings increased desires, which mean greater unrest and a demand for better wages, which is going to be had only by unionization; hence, it is only a matter of time when the steel and textile workers will be unionized as in the North.

Furthermore, with the Negro worker experiencing a similar evolution, there is going to be an industrial triangle—white worker, Negro worker, capitalists.

During periods of unemployment or strikes there are going to be two opposing armies of labor, one white, the other black. Northern race riots after the war were, at bottom, incited by competition for the job. At East St. Louis and Chicago the Negroes were strangers, but in this case they are at home, and in great numbers.

The whites then must either take in the Negroes, or they will find them pitted against them when they demand better wages—a step the whites surely will be forced to in spite of such sops as welfare programs.

However, I am not expecting the workers to take in the Negro, as they, more than the other whites, are bitten with the rabies of race prejudice.

Some day there is going to be the devil to pay, lightning is going to strike this carefully prepared arsenal of hate. This degradation and exploitation of humanity on the insane pretext of a difference of complexion cannot go on always. It is too monstrous a contradiction.

Not ten miles from Atlanta, the leading city of the South, I saw Negroes so low in the scale of civilization, their single suit of clothing so encrusted with dirt, that they would have been better off had they remained in the jungles of Africa. There, at least, their nude skins would have been washed by the dew. And all of this in America, whose purse is bursting with gold.

Another emancipation is due, and it is coming in another carnival of blood. Thomas Jefferson foresaw, in a similar evil, the Civil War and said that he trembled for his country when he remembered that God was just.



— J. A. Rogers —

Labor-1926

Occupation, Wages, etc., EDITORIALS FROM THE NATIONAL PRESS

Georgia Takes the Lead.

Macon Daily Telegraph: By doing voluntarily what she denied the right of the federal government to do—enacting a child labor law that is drastic in its provisions—the state of Georgia unknowingly dealt a powerful blow for the right of states to regulate their affairs. The echo has been heard all over the United States. We recently cited the comment of the New York Times, Good Housekeeping magazine and a number of other publications. The following editorial from the Cincinnati Enquirer is indicative of a wide-spread and growing sentiment that will no doubt result in the absolute death, and certainly not the early revival, of the proposed amendment to the federal constitution:

The state of Georgia voluntarily has abolished child labor. The strikers at the American constitution should take notice of the fact. Georgia has been their chief argument for justification of a child-labor amendment to the federal constitution. The opponents of federal regulation as a means of stopping child labor, to this extent, are justified in their opposition.

Georgia, as is her constitutional right, now redeems herself of the accusation of unregeneracy and inhumanity. The children of the Georgia cotton mills now can throw up their little arms and be glad. A right public statement has compelled a backward state to the performance of its duty. It has proclaimed that no longer shall human documents be employed to assist in the perpetuation of a hideous form of serfdom.

The Herods of reform have been out-Heroded by the state's authority. The new law is as drastic as any enacted in the Northern states. No child under 14 may be employed in any capacity in manufacturing plants. No child under 10 may work in any place or occupation declared by the Board of Health to be dangerous to life or health. Children under 18 must be able to read and write before they go to work in industry. The new law applies to the negro children as well as to white.

Georgia does not need federal interference with her local affairs. Nor does any other state. The hopes of those who would see erected a new great federal bureau, defiant of our system, imbedded in emotionalism made a part of the National Constitution, now are sadly dampened. Georgia has shown what every state can do, should do. The issue is a local one, and, whenever backed by public opinion, will be determined in favor of the rights and majesty of childhood.

The tendency to wet-nurse the nation is active. Efforts of emotional or radical groups and individuals to change, cum-bur, burden, and nullify the constitution are unremitting. The action of Georgia comes at a good time.

The state rightly should be jealous of their constitutional guarantees. Power centralized in the national government is democracy. It seeks to emasculate the rights of the individual states, usually in the interests of molly-coddies, morons or meddling mischief-makers, whose design is to wreck the system that has astonished the world through a century and a half of surpassing achievement.

GEORGIA CHILD LABOR LAW

Recent reports from Georgia bring the intelligence of the enactment of a child labor law which is reported to be probably the most exacting of any similar law in the country. The law is the result of a reform activity which was begun in Georgia some years ago. The leading industries finally joined the movement for child protection, and sent representatives to the State Legislature to lobby for the passage of the measure. The Georgians are proud of their new legislation, if we are to believe reports.

Among the more interesting features of the law are the provisions regulating the employment of minors who fall within the provisions of the Bill. Certain age limits are set, and examinations as to health, intelligence and physical fitness are mandatory. The law prevents the employment of any person under the age of fourteen years in any kind of manufacturing plant. It also provides against the employment of any person under the age of sixteen years in "any place or occupation which the State Board of Health may declare dangerous to life or limb, or injurious to health or morals" of the employee. This provision gives the State Board of Health a wide latitude in the matter of discretion, but abuse of discretion is made difficult by a provision that only two kinds of employment are exempt from regulation. These two exceptions are: domestic employment and agriculture. In short, domestic servants and farm hands are not subject to legislative regulation under the Act.

And here lies the feature of the law most interesting to Negroes. Domestic and farm hands are drawn largely from the colored families. There is no provision against the employment of persons under the age limit in these two fields. When it is remembered that very little service can be expected of persons under fourteen either as a domestic or as a farm hand, there is little opportunity of abuse of children. The parents of children are expected to exercise all necessary precautions to keep them out of employment until the age limit is reached.

By passing such a law, Georgia opens the way for a higher intellectual standard in the State. By the time the average child reaches fourteen, it should have a sufficient taste of education to inspire it to higher training. At least, the danger of depriving children of early training by hiring them out to unscrupulous employers has been removed by the new law. The change bids fair to raise Georgia standards to a much higher level than she now enjoys.

Georgia.

MASS. H. D. D.

JUL 28 1926

NEGRO BLACKSMITHS MEET

The State Blacksmiths' convention of negro blacksmiths, horseshoers, wheelrights and auto men opened last night at the Tremont Temple Baptist church. Music was furnished by the Georgia Jubilee Singers, of which Rev. W. J. Rogers is president and organizer. Prayer was offered by Rev. J. H. Kurtz. Short addresses of welcome were made by Rev. W. J. Rogers and State Secretary H. S. Bynes. Response by President Walter E. Seward, of Fitzgerald; Prof. D. C. Collins, of Fitzgerald, and J. D. Evans, of Irwinton. General response by Rev. W. R. Forbes, D. D., pastor Tremont Temple Baptist church.

They will hold last public session tonight at Tremont Temple Baptist church and everybody is invited to attend services. Music will be rendered by the Georgia Jubilee Singers.

NEGRO RAILWAY MAIL CLERK PROMOTED

Boston, Sept. 15 (Special)—John Wesley Dobbs, railway mail clerk on a through line between Atlanta and Nashville, who for 23 years has worked in a line that employs seventy clerks, of whom but five are Negroes, has just been promoted to clerk in charge, effective September 1.

Mr. Dobbs, who is in Boston as an officer of the Singers and the auditing committee, was notified of his appointment today.

Clerk in charge is the highest rank in the service available to any clerk.—Washington Tribune.

John W. Dobbs Made A Clerk In Charge, R. M. S.

John Wesley Dobbs, of the U. S. Railway Mail Service, running Atlanta to Nashville, has been made clerk in charge to take effect September 1. Mr. Dobbs is the only colored clerk in the crew with which he works, and this promotion came to him while he was away attending the Singers convention in Boston.

Mr. Dobbs is secretary-treasurer of the Georgia Masonic Relief Association and one of the most active masons in the state.

NEGRO NAMED CHIEF CLERK IN RAILWAY MAIL SERVICE

Boston, Aug. 25 (Special)—John Wesley Dobbs, railway mail clerk on a through line between Atlanta and Nashville, who for 23 years has worked on a line that employs seventy clerks, of whom but five are Negroes, has just been promoted to chief clerk, effective September 1.

Mr. Dobbs, who is in Boston as an officer of the Singers and the auditing committee, was notified of his appointment today.

Chief clerk is the highest rank in the service available to any clerk.

Negroes Return As Winter Comes

Special to The News

SPARTA, Ga., Oct. 27—Numbers of negroes are returning here from the northern and eastern states as the first cold days in that country remind them of the relentless winter that is soon to be upon them. Quite a few of them go up during the spring months and work until winter and then come here where it is warmer to reside until next spring.

They have found that this method works better than remaining in the cold climate all the year round as numbers of them have died from exposure there in the last few years. The colored preachers and officers in the local negro churches are urging as many as possible to return as their ranks are so depleted now that it works a hardship on the ones left to keep up the budget covering church expenses.

Labor-1926

Occupation, Wages, etc.

SOME PORTERS NOT PLEASED WITH RAISE

(A. N. P.)

Chicago, Ill., Feb. 27—With the Pullman wage conference concluded, a new agreement signed, and a new wage scale established, transportation circles here are quietly watching the result both upon the men and the influences at work organizer headed by A. Philip Randolph have moved on to points west, and are planning, it is said, to set up similar organizations in St. Paul, Seattle, Oakland, and Los Angeles. There is said to be a more radical feeling among the porters than in the more conservative east.

R. L. Mays, who has been a storm-center in the present wage fight and whose friends point to as the man who brought the porters' wages from \$25.00 and \$27.50 per month in the earlier days to \$67.50, re-iterated the charges of bungling and in effect said a few good-meaning men were being thrown good money after bad if they listened to a promise of getting them \$155 a month as a flat wage.

"Certainly," stated Mays. "you may again quote me as saying the so-called managers of the brotherhood wasted their opportunity through inaction; also everything I predicted has happened, and it took no prophet to see it."

"There is nothing controversial in the statement of fact that three times I went to bat for the porters and won money the men now draw amounting to over five million dollars a year. Immediately the increases were paid, the men quit. Even the few good men quit, saying they could not carry the load and that it was a case of throwing good money after bad. I expect history to repeat."

Asked why a wage of \$155 a month could not be negotiated for porters, Mr. Mays produced official stenographic records of porter cases presented to the wage board to prove his contention by citing the effect "tins" have on the action of

the Board members in making a wage basis. At one hearing a labor member of the Board stated to grant porters a basic wage of around a hundred dollars would make them better paid than skilled mechanics who had spent a life time in learning their trade.

"Things like that are the revealing facts of a wage structure; large figures and big promises are bunk when made by me or anybody else," concluded Mays.

to consider the Randolph movement a failure, and who is now in a controversy with Senator Watson of Indiana over what he calls possibilities of race discrimination of

NEW CITIES RECORD OF WORKERS IN REPLY

By LOUIS R. LAUTIER
(Washington Correspondent)
WASHINGTON, D. C., Sept. 9.—"There will be no discrimination between citizens in considering applications for positions in the postoffice department."

That is the substance of a letter of Postmaster General Harry S. New to Dr. Clifford Mitchell of 7134 Eggleston avenue, Chicago, Ill., who had written him complaining about colored carriers serving white districts and charging that Negroes were neither efficient nor loyal.

"I live in a residence district in Chicago," wrote Dr. Mitchell, "where there are few or no Negroes. Yet the government sees fit to administer its mail service in this neighborhood almost entirely by Negroes." He urged the postmaster general to use his influence "to give white service to white people and in particular to those who wish to remain in the Republican party."

"Let me remind you, sir, that all citizens of the United States are guaranteed and entitled to the same privileges under the Constitution, without discrimination or qualification as to race or color. If they enter the public service at all they do so under the same conditions and as the result of examinations that are prescribed for all applicants, without any reservations. They are eligible to receive appointments upon qualification to positions in the classified civil service.

"I do not at all subscribe to your intimation that colored employees are not loyal and efficient. The records of this department disprove it. Let me assure you, sir, that there will be no discrimination between citizens in considering applications for positions in the postoffice department. They will receive the treatment and be protected in the rights to which all American citizens are entitled, and this to the very fullest extent possible."

LARGE NEGRO TURNOVER.

Annual Percentage of 30 to 35 Reported for Chicago Workers.

A study of the labor situation among negro industrial workers in Chicago has resulted in the discovery of an annual turnover of from 30 to 35 per cent. of that class of labor, according to the United States Department of Labor. The study was made by a negro commissioner of conciliation, who ascribed the abrupt changes in negro employment brought about by the sudden termination of the war as responsible for the situation. It was indicated, however, that the negro himself may be chargeable to some extent.

This great turnover, it is pointed out, flourishes in the face of uniform prosperity and continuous employment throughout the year, and is commented upon by one employment manager of a firm employing 100 colored workers, skilled and unskilled, in the following language:

"We have employed colored help for twenty years and know them well. The papers and leaders of colored people should strive to get them to realize that they can work the full-time week without injuring their health."

"This particular plant, a laundry establishment, employs 100 colored people, who are performing virtually all classes of work," says a statement issued by the Department of Labor. "Five are foremen in charge, while others hold responsible positions. The plant is thoroughly up to date, with modern machinery and safety devices. The morale of the employment force is probably favorably comparable with that of any typical plant in the Chicago district, or elsewhere."

"Many of the colored workers have service records of twenty or twenty-five years at this plant, while a smaller group has averaged ten years per employee. As to the remainder, however, the turnover question is of such ever-present importance that both employer and workers are endeavoring to reduce the percentage."

"When Chicago shifted from a peacetime basis to a wartime basis and then back to peace time again, the abrupt changes in negro industrial life

were probably greater than they were in any other principal city. During the war large blocs of negro labor filled the industrial gap. The shift to peace, though a blessing, was swift and disconcerting, and the negro migrants, along with the Northern groups of both employers and workers, were unprepared for the industrial evolution, from employment to non-employment. The negro had to readapt himself first to a slump in employment and then to the normalcy which has now reached its greatest height since the war.

"Frequent sufferers in the fierce competition in employment, the negro laborers more than any others, have keenly felt the influences which are always the direct or the indirect causes of turnover. The adjustment moves slowly and requires sympathy and tolerance on the part of employer as well as employee."

"Turnover is expensive to both. It lowers efficiency and demoralizes output. It can be removed only by the joint efforts of each industrial factor and his willingness to 'give and take,' as it were, striving for permanency of personnel, efficiency and production, coupled with equitable wages and the mutual resolve to protect both the employers' and the employees' interests during every working day in the year."

CHI LAUNDRY EMPLOYS 100 RACE WORKERS

Five Are Foremen in Charge While Others Are Holding Responsible Positions

Washington, D. C.—Interesting data submitted to the Department through its Commissioner of Conciliation in the Chicago district indicates that the turnover of Negro labor in Chicago industries varies from 30 to 35 per cent through the year.

This fact flourishes in the face of uniform prosperity and continuous employment throughout the year, and is commented upon by one Employment Manager of a firm employing 100 colored workers, skilled and unskilled, in the following language:

"We have employed colored help for 20 years and know them well. The papers and leaders of colored people should strive to get them to realize that they can work the full-time week, without injuring their health."

Laundry Workers

This particular plant employs 100 colored workers, who are performing virtually all classes of work.

Five are "foremen in charge," while others hold responsible positions. The plant is thoroughly up-to-date, with modern machinery and safety devices. The morale of the employment force is probably favorable, comparable with that of any or elsewhere.

Many of the colored workers have service records of 20 and 25 years at this plant, while a smaller group has averaged 10 years per employee. As to the remainder, however, the turnover question is of such ever-present importance that both employer and workers are endeavoring to reduce the percentage.

Probable Causes

When Chicago shifted from a peace-time basis, and then back to peace-time again, the abrupt changes in Negro industrial life were probably greater than they were in any other principal industrial city. During the War large blocs of Negro labor filled the industrial gap.

The shift to peace, though a blessing, was swift and disconcerting, and the Negro migrants along with the northern groups of both employers and workers were unprepared for the industrial evolution, from employment to non-employment. The Negro had to readapt himself, first to a slump in employment and then

Turnover of Negro Labor in Chicago is Thirty-five Percent

Industrial Unsettlement Is Ascribed to Conditions Arising at End of World War

(Enterprise-Blade News Service)

The Department of Labor announced October 14 that a study of the labor situation among Negro industrial workers in Chicago resulted in the discovery of an annual turnover of from 30 to 35 per cent of that class of labor.

The study was made by Negro commissioner of conciliation who ascribed the abrupt changes in Negro employment brought about by the sudden termination of the World War as responsible for the situation. It was also indicated, however, that the Negro himself may be chargeable to some extent.

The full text of the statement follows:

Interesting data submitted to the Department through its Negro Commissioner of Conciliation in the Chicago district indicates that the turnover of Negro labor in Chicago industries varies from 30 to 35 per cent through the year. This fact flourishes in the fact of uniform prosperity and continuous employment throughout the year, and is commented upon by one employment manager of a firm employing 100 colored workers, skilled and unskilled, in the following language:

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This particular plant (a laundry establishment) employs 100 colored workers, who are performing virtually all classes of work. Five are "foremen in charge," while others hold responsible positions.

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Frequent sufferers in the fierce competition in employment, the Negro laborers, more than any others, have keenly felt the influences which are always the direct or the indirect causes of "turnover." The adjustment moves slowly and requires sympathy and tolerance on the part of employer as well as employee.

"Turnover" is expensive to both. It lowers efficiency and demoralizes output.

It can be removed only by the joint efforts of each individual factor, and their willingness to "give and take," as it were, striving for permanency of personnel, efficiency and production, coupled with equitable wages and the mutual resolve to protect both the employers' and the employees' interests during every working day in the year.

United States Daily,
Washington, D. C.

THREE NEW MAIL "BOSSSES"



THEODORE JONES

ALEX WEBB

GERALD JAMISON

Three of the four men promoted last week to foremen in the United States postoffice at Chicago. The other new foreman is Loid Lawson. These four men were added to the four already serving in the capacity of foremen in the postoffice. They received their assignments Wednesday, Dec. 1, and have started upon their new duties.

—Defender Photos.

P. O. WORKERS ADVANCED TO HIGHER JOBS

Rank of Foreman to Five Employees

Chicago postoffice officials have once more let down the color barrier and admitted five

of our Race to the rank of foreman. With the recent appointments, Chicago now boasts of being the only city in the country with nine members of our group holding such positions in the



Rollin Dent

postal service. The appointments were made late last week and went into effect Wednesday morning, Dec. 1.

All appointees received letters from Postmaster General Harry S. New informing them of their new jobs and instructing them to report to Postmaster Arthur C. Lueder for further orders.

All Have Good Records

The new foremen, Alex L. Webb, 1473 W. 112th Pl., Morgan Park; Loid Lawson, 3118 Federal St.; Theodore Jones, 415 E. 41st St.; Gerald Jamison, 3411 Calumet Ave., and Rollin Dent, 327 E. 50th St., have all seen long periods of service with the government and are believed to be fully capable of handling their new jobs. The youngest in the group is Webb, who has seen 16 years service. Lawson is the oldest with 24 years service to his credit.

It was because of the splendid records these men have made during their long periods of service that Commissioner Edward H. Wright, Alderman Robert R. Jackson, Alderman Louis B. Anderson and Congressman Martin B. Madden fought so hard for their appointment.

Last year about this time three other postal employees whose records could not be questioned received similar appointments. They were: David Hawley, president of the Appomattox club; Howard T. Cornwell and Henry R. Wilson. Early in January Lieut. Elmer J. Myers received his appointment.

To Continue Fight

Mr. Webb, who was special clerk in the registry department, has been

assigned to the Van Buren station. He has been in the city since 1910. He is a graduate of Summer high school, Cairo, Ill., and is well known in church circles.

The appointment of Mr. Lawson called for his return to the main postoffice, where he had been clerk. Born in Wichita, Kans., he received his education in the public schools and at the Bryant-Stratton Business college. He has been in the city for 26 years. His wife, Mrs. Juanita Lawson, is captain of the 10th precinct.

Mr. Jamison, who has seen 20 years service at the main postoffice, will remain there. He was born in Parsons, Kans., is a graduate of Denver university and a member of St. Thomas Episcopal church.

Served 23 Years

Mr. Jones has seen 23 years service. At the time of his appointment he was carrier at the Jackson park station. He will perform his new duties at the Quincy station. Mr. Jones was born in this city and received his education in the public schools and the University of Michigan. He is a member of Grace Presbyterian church.

Mr. Dent has seen more than 17 years of service. His rating for efficiency in his duties has always been high. He was born in Ohio and is a graduate of the Toledo high school and an alumnus of Howard university. He is married and is a well-known church worker. He is now stationed at the postoffice annex.

The promotion of Mr. Dent was due largely to Hon. Warren B. Douglas, veteran member of the Illinois general assembly, and Senator Charles S. Deneen.

Labor-1926

Occupation, Wages, etc.,

GLOVE FACTORY TO INCREASE WORKING FORCE

FIVE HUNDRED TO BE FUTURE
FORCE OF GIRLS AT BIG SEN-
ATE AVENUE FACTORY CON-
CERN.

NEW WORKERS TO BE EMPLOY-
ED IN STEPS OF ONE HUN-
DRED.

Employment Office Kept Busy Daily
With Applicants Calls.

The Senate Avenue Glove Factory management has launched its long contemplated program of increasing its force of girl workers to five hundred strong. In a comparatively short time, things around the plant will be like a veritable bee hive.

This will be good news to a large number of industrious girls throughout the city, who are anxious to secure employment of the sort that is reliable and substantially permanent. The workers' chances for advancement from a wage standpoint according to the girls now employed at the big industrial concern are exceptionally good.

All that is required, they say, is some willingness and intelligent determination on the part of the girls to make good and half the battle of learning a highly profitable trade is won.

The new Senate Avenue Glove Factory was opened a few months ago with the fixed intention of running to full capacity as soon as possible.

Announcements to this effect were made at the ceremonies by manager Turpin, who together with Mr. Zwick and Mr. Alsey, president and secretary respectively of the big concern was loud in his praise of the splendid efficiency of the girls "many of whom are now capable of holding their own any where in the world as glove makers of the first-class.

The plant which is under the management of Mr. Turpin was especially

built for the purpose of employing colored girls exclusively. Two hundred of the latter are now on the job at the big industrial concern.

According to manager Turpin, who was recently interviewed by a Freeman reporter, on the subject recently his force of workers at the Glove Factory is now being increased to three hundred.

The latter step to open the doors of the big industrial plant to hundreds of other industrious employment seeking Indianapolis girls, was taken by the factory management last Saturday when the work of increasing the force started in true form. The help increase at the factory is being effected by steps of one hundred until the capacity of the plant is reached.

The full capacity of the Senate Avenue Glove Factory is five hundred. Girls between the ages of 18 and 30, who are in a position to learn the glove making trade and thereby secure employment the year round, rain or shine are urged to get busy right away and apply today.

When asked as to what methods must the hundreds of new girl workers follow to secure employment at the factory, Mr. Turpin's simple reply was "Just say that they should apply at the office at 1315 N Senate Avenue from 8 to 10 A. M."

Indiana

THE LABOR SITUATION.

Compiled By Special Arrangement With
The National Urban League

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INDUSTRIAL CONDITIONS

by EDGAR

Executive Secretary,

Fort Wayne, Ind., has an esti-

mated population of 100,000 people. Four thousand, six hundred of this number are estimated to be Negroes.

Fort Wayne is second to Indianapolis in population and ranks third in the state as an industrial center. (Indianapolis and Gary rank first and second in this respect.)

The Negro population of Fort Wayne has increased fully 200 per cent. in the last ten years, which is true of many cities to the several movements from the south of the group in past years.

The labor population of Fort Wayne is largely absorbed by nine major and twelve minor industrial concerns. The first nine concerns use approximately 6,000 people in normal times. The 12 minor concerns use an approximate total of 3,000 people in normal times.

The International Harvester Company employs 1,300, of which 40 are Negroes.

The General Electric Company employs 1,400, of which 2 are Negroes.

The Pennsylvania Divisional Shops employ 600, of which 46 are Negroes.

The Bass Foundry employs 300, of which 52 are Negroes.

The Fort Wayne Rolling Mill Company uses 225, of which 110 are Negroes.

The Dudlo Tank Company employs 700, of which none are Negroes.

The Bowser Tank and Pump Company employs 800, of which none are Negroes.

The Wayne Tank Company employs 350, of which none are Negroes.

The Rub No More Company employs 325, of which none are Negroes.

IN FORT WAYNE, INDIANA
J. UNTHANK
Wheatley Social Center

The remaining 12 industries, as far as can be ascertained, do not use Negro labor of any kind.

It can easily be seen that a great majority of our group are forced to seek employment among the construction firms, stores and buildings

as janitors, in hotels (waiters are in two of the larger ones—no bell boys) and in domestic service.

We were also able to tabulate the following occupations:

Physicians	2
Dentist	1
Lawyer	1
Social Workers	3
Ministers	9
Chiropodists	2
Mechanical Dentist	1
Business Enterprises (all kinds) ..	17
Postal Clerks	5

It was interesting to note that at one large concern, return of the questionnaire brought out the fact that only two were employed, yet one of them holds a most responsible position in the office. Mrs. Ollie Rhoades has for several years been in charge of the plant information department and is considered a department head. She is especially adapted in temperament to handle tactfully the many inquiries that come to a large firm like the General Electric Company.

At the Bass Foundry it was found that one man had been acting foreman for some years.

The Fort Wayne Rolling Mill Company uses 50 per cent. race labor, and the manager says that he never experienced such a low turnover in the history of the organization as is true with his colored laborers. However, this firm has placed only three of our men in responsible positions.

The Pennsylvania Railroad Shops until recently used many race men, but a recent wholesale curtailment of help caused them to lay off about 200—50 per cent. of these being colored. They employ two men that are classified as mechanics and four helpers, the remaining men receiving the classification of laborers.

The committee on industrial conditions of the Fort Wayne Interracial commission has come to the conclusion that openings must be made for the Negro in many of the large plants that employ white labor only and that in many of the plants that do employ them there should be more added from time to time.

To this end the Wheatley Center is working, and at the same time searching for the trained or skilled workers, in order that should openings be made it will be possible to make placements.

Labor - 1926

Kansas

Occupation, Wages, etc.

KANSAS CITY PACKING HOUSE WORKERS GET LOW WAGES; MUST TAKE OUT COMPANY INSURANCE

By a Worker Correspondent.

KANSAS CITY, Kansas, Jan. 5.—Wages in the Armour meat packing plant here are low and vary according to the department in which the workers are employed.

Laborers get from 35 to 45 cents an hour. Pork butchers from 53 to 68 cents per hour. Beef workers and butchers 53 cents and a few as high as 90 cents per hour. There are more women employed in the beef departments than in the pork departments. Women badge. The worker must pay \$1 for receive \$13.50 straight wages and a badge when he gets the job.

few make as high as \$30 per week. There has been a new thing come on piece work in a good season by up in the last few days, that shows working themselves to death. how much the workers are dictated to

Out of these miserable wages, for in the Armour plant. There was an insurance proposition offered to the even in the best seasons you are workers some time ago, but many only guaranteed 40 hours per week, did not take it up, so these workers if you work in a department where were informed that those who refused you have a laundry, you must buy to carry the insurance would lose their three or four changes of working clothes—the company says 5—so to jobs. When one boss was asked what be sure you get them back from the would happen if the worker was let laundry in time to make a change. out of his job, with the amount paid

In the hog cutting department in, he was told not to ask so many Negroes predominate composing 90% questions. Another who had been out of the working force. The other 15 of work 5 months and had only been workers are mostly foreign-born. In at work 4 months said he had not this department they average 4,500 worked long enough. The boss answer hogs in 8 hours work. In the last was "O yes you have." The proposi- three weeks we averaged 700 per tion was 15c. a week on a \$1,000 life insurance policy.

only house in Kan-
moving or belt
ines are being in-
to cut out hand

work.
Co. Aids Armour.

We go ribbing, boning of hams and the like to hogs that have been killed and shipped from two points in South Dakota, altho this is contrary to an agreement made some time ago. There is no union here except the company union which takes orders from the company. Nothing is done about the violation of the agreement. The contract reads that we are to be paid overtime for this brought-in cutting. Tho we are speeded up from 140 hogs to 400, we receive no extra pay.

In the killing department which now kills all the beef and sheep formerly killed in Fowlers, with no more workers added, the average kill is 400 and the bulletin in this department states they can kill 1,200 hourly.

Must Wear Badge.

There have been no strikes recently in the plants. It is impossible to get inside of the gates without a

Kentucky.

Labor-1926

Occupation, wages, etc.,

**ELECTRICAL ENGINEER
SETTLES IN LOUISVILLE**

Pittsburgh, Pa., Oct. 21.—William C. Ward, recent graduate of the University of Pittsburgh in electrical engineering, and a member of the firm of Ward, Elliott and McKinney, manufacturing chemists, left Pittsburgh last week for Louisville, Ky. In Louisville Mr. Ward will engage in the electrical engineering contracting business with William Banks, also a "Pitt" engineer, and Arthur Thomas, a former Pitt student in the School of Business Administration.

Occupation, Wages, etc.,

MECHANIC AT OVERALL FACTORY BARELY ESCAPES WITH HIS LIFE WHEN HE STRUCK NEGRO DAMSEL

(Chisolm News Service Special.)

New Orleans, La., Jan. 21.—Miss Georgia Wills, youngest sister of Harry Wills, famous prizefighter, was hit and knocked down last Thursday by a young Georgian named Ballem. The white man, a mechanic at the Norip overall factory, where Miss Wills was employed as a sewing machine operator, barely escaped with his life when over fifty of the colored women made an effort to catch him and cut him with knives, scissors and whatever they could lay their hands upon.

Ballem arrived in New Orleans from Macon, Ga., on Monday before the trouble and obtained work at the overall factory as an expert mechanic. Thursday morning he was detailed to repair a machine being operated by Miss Wills. A few minutes after he started working on the machine, he was seen to draw back and hit the young lady a terrific blow that knocked her to the floor, girls working at the factory reported. Miss Wills screamed and several of her companions started to her rescue. The assault occurred on the second floor of the factory and immediately Ballem ran down the stairs with several of the girls after him.

Hearing the commotion a number of colored men joined in the chase after the Georgian but he ran in the offices of a cotton mill on the opposite side of the street.

Employees of the overall factory charge that the foreman refused to call the police and would not permit them to do so. A number of the girls immediately quit. Officials of the factory report Ballem was fired.

Miss Mills Fine Operator.

For over two years Miss Mills has been employed at the overall factory, officials of the factory report. She was a very quiet young lady and had been advanced from time to time until she was regarded as one of the firm's best sewing machine operators. After she recovered from the blow received, she telephoned for her sister and upon her arrival left the factory after resigning her job. A number of other girls quit at the same time.

After the incident, when the girls remaining had returned to their work, one of the girls reported that one of the white forewomen had interceded and prevented the capture of Ballem. Several of the girls began to gather around the forewoman, who fearing

viewed said that the affair had occurred so suddenly and developed into such serious proportions so quickly, that officials and foremen had to exert all of their attention to quieting the employees, and that as soon as order was restored an investigation was begun.

The mechanic reported that he had been called a vile name by the operator he hit and that he had done so in a fit of anger which had been provoked by the term he was called. The official said the Georgian was a real young man and had never worked around colored people before; that he offered to apologize and with tears in his eyes begged to be permitted to retain his job as he had just come and had spent most of his money for railroad fare from Macon to New Orleans. It was thought best that he not be allowed to come in contact with any of the colored employees, so he was paid and discharged on the spot.

While the officials felt, it was said, that it was not their duty to have the young man arrested, they called the police and reported the matter. The police found that as soon as Ballem was paid he had caught a train for Bristol, Va.

May Promote Colored Girls.

The Norip factory employs over 150 colored girls in various capacities. The "B & B" shirt factory, under the same ownership and located on St. Bernard, employs 350. After the affair Thursday, officials of the factory announced, it is said, that the employment of colored forewomen would be taken under consideration, if competent ones could be found. One of the officials, when interviewed, said that no serious trouble had ever occurred before and that the management deeply regretted the attack upon Miss Wills. Discussing the matter of employment, he said that the firm had been making an experiment of employing colored girls and, that in many particulars it had been successful but it had been found difficult to obtain the class of reliable colored girls they desired. He complained that many of the girls would not work regularly and would often quit without notice or reason.

Mechanic Promptly Fired.

When asked concerning the attack upon Miss Wills, the official inter-

Labor-1926

Occupation, Wages, etc.

NAMED TRAVELING CHEF OF B. & O. RAILWAY

Baltimore, Md.—Joseph Press, for 28 years head of the Baltimore and Ohio railroad, has been selected for the new position of traveling chef, according to an announcement yesterday by F. X. Milholland, assistant to the senior vice president.

Mr. Press is well known in Washington where he has often reported with the private car he operated to transport important government officials upon tours. He is a substantial citizen of Baltimore and active in church and Masonic circles. He is a Y.M.C.A. director and the owner of a restaurant on Druid Hill Avenue.

Best "Tippers" Are Colored Say Red Caps Here

Baltimore Attendants Meet Varied Experiences And Get Many Thrills

Mrs. Melinda Brown, fresh from the Southland, timidly parted with part of her luggage when a smiling "red cap" attendant at the Union Station reached for it. How suspiciously she kept back (and a close distance) on the attendant until he had led her to the baggage car.

"Don't reach for 700 block of Caroline street," he directed, "by taking the No. 21 car three blocks down, going east at Charles. Yes, that is your left, standing as you are now."

Thanking him with a broad smile (and relief as he handed back the luggage) she reached for her big purse and handed him a quarter.

"They always give you more than the regular travelers," said the attendant. "The biggest tips we get come from colored folk."

BALTIMORE RED CAPS

At the three largest Baltimore stations there are 48 regular red caps employed. 32 of these alternate in night and day shifts under the leadership of "Capt." Peter Bell, who lives at 535 Bloom street. He is the oldest man, in point of service, among local red caps, having served here for 46 years.

Among others who have been in this service for a long time are R. H. Dennis, 37 years; John Bell, 38 years; Ullis Gray, 32 years; and J. T. Price, 20 years. Six others at the Union Station have served more than 10 years.

Of the 16 red caps at the Camden and Mt. Royal stations, Charles Robinson and Dumar Brown are the oldest, having been with the company 30 and 26 years, respectively.

HAS DEVELOPED SERVICE

Although handling luggage for passengers started "unofficially", when boys frequented the stations to pick up an extra nickle, it has now become a recognized vocation and one of the best paying in the service.

Red caps do not always admit this, but charge this up to modesty and a general feeling that the bosses will think that they make too much.

A red cap who had had a wide hotel experience stated that when certain apparently unimportant jobs in many of the largest hotels of the country, pointing out particularly tipping jobs, developed to good paying places, they usually change over to whites.

But Baltimore red caps "have a cinch on their jobs through service," according to Charles Robinson of the Camden Station crew.

Although some few of the men in the crew who do some extra work get salaries, the group as a whole depend upon the traveling public for their pay. Two of the men assist in cleaning and get \$35 monthly, and

the B. and O. company pays two others \$7.95 and \$5.30 because of long service at the stations.

The day crews report at 7:45 and work usually 12 hours, although they are at liberty to leave earlier.

According to Robinson their daily earnings vary from 25 cents to more than \$4. The average tips are 10 and 15 cents and the middle class of people are the best tippers. Some people hand the red cap a penny now and then he said and just as rarely they hand them a half dollar.

"It's a great life in the station and highly interesting," a red cap said. "You get a lot of thrills."

GROOM NEVER CAME

Take a case which happened here recently. A nice looking young woman apparently about 18 years of age came into the station with a suitcase and an overnight bag and sat down.

For hours and hours she sat there looking anxiously at every crowd of passengers which emerged from the trains. Finally night came and the anxious look on her face changed to evident distress made more vivid with the trickle of tears down her cheeks.

"Can I be of service?" a red cap asked, when finally she told him of her plight. She had come there to meet her intended husband who never came.

Pathos is not the only thing one sees, but also much humor flows through as the rushing crowds meet and leave trains.

SATCHEL OPENED

Not long ago, said a porter, a passenger, a well dressed and dapper looking man was hurrying through the station when his suitcase unlatched and emptied its contents on the floor.

Looking around he saw a stream of fancy ladies under garments and hose strung across the station floor. The passenger gave one embarrassing look and ran out leaving suitcase and all.

Between trains the crew spend their time swapping jokes and relating experiences. Some of them read.

NO UNIONS HERE

Although several attempts have been made to unionize the men, none have succeeded here. In one case at the Union station the men themselves disagreed, some wanting to continue the tip system while others wanted the jobs put on a salary basis.

The rules of the company require that they give the same service to every passenger without regard to tips and they are not allowed to make charges of any kind. At the age of 65 years they are retired on a small pension. The last retirement gave the red cap \$8 per month.

The men, however, enjoy the work, says "Capt." Bell, and we find no difficulty in keeping plenty of highly efficient men.

Maryland.

Labor-1926

Occupation Wages, etc.,

CAMPAIGN TO INTRODUCE EFFICIENT NEGRO LABOR TO HUB CITY INDUSTRIES

Boston Business Men, Manufacturers And Shippers Listen To Story Of How Colored Workmen Are Successfully Employed In The Factories Of The West.

Boston, Mass., March 1.—The National Urban League through its Director of Industrial Relations, T. Arnold Hill, has just closed a week's campaign in Boston at the invitation of the Boston Urban League to introduce the efficient Negro worker to the manufacturers and other large employers of labor in Boston.

Working in connection with a committee of leading white and colored citizens, the campaign took the form of public addresses before the Twentieth Century Club, Boston University, Ministers of the Methodist Episcopal Church, The Church League for Industrial Democracy, The 6888 Central Postal Directory Battalion, The League of Negroes and other churches; interviews with such strategic persons as David Blumfield, Secretary of the Retail Trade Board; Frederick Verenburg, of Gilchrist and Co., Department Stores; Goldwaite Sherrill, Manager of Chandler and Co. Department Stores; Secretary Stetson, of the Associated Industries of Mass.; Philip Bradley, Cotton broker, and others. Special feature articles were published by the leading daily papers of Boston such as The Herald, The Sun, and The Post. A permanent industrial committee of the Boston Urban League resulted from the campaign. This committee will be composed of some of the leading citizens, white and colored, of Boston.

Effect on Public Mind

As an indication of the effect on the public mind of Boston an editorial appeared in the Boston Herald, Wednesday, February 24, on the subject "The Boston Negro in Industry" which read in part as follows:—

"We are told that an actual survey disclosed the employment of Negroes in 124 Boston Industries, but with only one colored employee in each of twenty-one establishments, less than five in forty-eight, less than ten in sixty-eight, less than twenty in eighty-one. Also that no Negroes at all were found

in such industries as charcoal and coke, cigars and tobacco, clothing, fish curing and packing, and cannery, and none in car and railroad shops, electric light and power plants, and flour and grain mills.

"Yet the Pullman shops in Chicago carry on their payrolls 15,000 Negroes, the Detroit automobile industry employs them in thousands, and several big Cleveland concerns employ them in hundreds.

"The Urban League declares that colored eligibles are shunted out of the civil service by the discriminatory application of the rule which empowers the heads of the departments to select one of three eligibles in filling such vacancy in his department. The colored applicant is rejected. Thus one well-trained Boston high school graduate had been 'called' thirty-five times and never selected.

"The Urban League contends that the colored man, contrary to a widespread notion, is well able to acquire skill and competence to fill 'advanced' positions. In this connection we are reminded of the Negro who invented the machine that automatically tacks the soles on shoes, and the colored man who supplied us with the first cloak that ever ticked in America.

"Thus our attention is directed to a problem that is old and new, and the more significant because it is a

old. The Negro is here to stay. He is entitled to a square deal. An intelligent policy for the development of his abilities and his economic possibilities is one of the needs of the day. The Boston Urban League, with offices at 119 Camden street, co-operates with the National Urban League, Inc., which has branches in many cities, in the study of this situation. The League does more. It asks Massachusetts employers to give the Negro a chance by furnishing him with work on the basis of his actual merit and by keeping him at work on the basis of his making good.

The Labor Situation

Compiled By Special Arrangement With
The National Urban League

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THE LABOR SITUATION IN BOSTON
By Samuel A. Allen, Executive Secretary, Boston Urban League

New England has always been liberal to the Negro in Education and

civil rights, but in industry this liberality has somehow been withheld. Many high school boys and girls and even college graduates find it extremely difficult to obtain suitable employment in the city of Boston.

So acute has been the industrial situation among Negroes in Boston that the Boston Urban League invited Mr. T. Arnold Hill, Director of the Industrial Relations Department of the National Urban League to conduct in February of this year an Industrial Campaign. This campaign called the attention of the Chamber of Commerce, Retail Trade Board, Associated Industries, factory heads, and influential employers to the large number of unemployed Negroes. The industrial campaign brought about some very definite results. New positions were opened to Negroes, for instance two Negroes have been called to a plant to operate an Ingersoll Compressing Engine at \$1.25 per hour. We have calls for glass blowers, furniture finishers, outside salesmen and a number of semi-skilled positions. Never before has the economic condition of the New England Negro been brought to the public attention as it was during the campaign. Most of the daily newspapers carried articles and editorials asking plants, factories and stores to utilize the Negro labor which was here at their

door.

The total population of Boston is about 1,000,000. Twenty thousand of these are Negroes. Negroes are employed in large numbers in any per year. There is one in the street department, one draftsman and a

ton. A recent survey was made of the industries and it was found that Negroes were employed in 124 different industries. It was further shown that in 21 of these industries, only one was employed, in 48 less than five, in 68 less than ten, and in 82 less than twenty. The following employed no Negroes: the Fish Curing and Packing Industry, the Fruit and Vegetable Industry, the Charcoal and Coke Industry, the Electric Light and Power Plant, and the Electric Light Supply Factories.

From these figures, one is forced to conclude that Boston has practically closed the door of industry to a large class of its citizens.

Recently 49 typical families were studied. The average weekly wage of the head of the house was \$21.98, and the average wage of women in domestic service was \$12.00.

The State Service Department has made an attempt to eliminate Negroes from employment. This has been brought about by a ruling: "when a vacancy occurs in the Civil Service Departments the Chiefs of the Department have a right to select one from the three eligible applicants from the Civil Service list to fill the vacancy." Most frequently when the selection is made the colored applicant is turned down. The Boston Urban League has on record several cases of such instances. One

young lady, a Boston High School graduate, who has taken special courses in Boston Colleges, has been called for appointment 35 times, only to be denied employment when her color was discovered. Another colored applicant has been called 19 times and each time has been turned down.

There is, however, a brighter side to this picture. We have on our Statute Books, a law which states that there shall be no discrimination in the Service Department of the Boston Elevated Railroad Company. The Boston Urban League has sought to keep qualified men on the waiting list. One man has been placed as motorman in the City of Boston and soon others will be placed in the same capacity. We have a colored man who is Executive Secretary of the Governor's Council. In the public schools there are 12 Negro teachers, all in elementary schools. There are four substitutes. There are 21 Negro patrolmen, one assistant corporation counsel, a secretary to the mayor, a deputy collector, a deputy assessor, a member of the dooming board of the assessors' department, a clerk in the health department, a stenographer in the social relief department, a stenographer-clerk in the welfare division, a piano player in the gymnasium department and laborers, ismatrons, scrubwomen and janitors in various city departments. Their salaries range from \$1200 to \$4000

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Evolution In Etymology

Christened:	Marma
Grade School:	Mary
High School:	Marie
College:	Marae
At Present:	Marye

1500 COLORED LABORERS FOR
NEW PULLMAN SHOPS

The Pullman Company, in order to meet present increased demands and future eventualities, are expending several million dollars in erecting and equipping the immense new car shop, nearly completed at Atlanta, Ga.

One thousand five hundred new employees will be given permanent jobs at highest wages under modern and beneficial working conditions.

Several hundred thousand dollars in wages will be paid these Negro employees every month in the year.

Hundreds of women will be added to the monthly pay roll in departments of the new shops, and the conditions and treatment under which they will work will be the best.

Labor-1926

Michigan.

LABORERS ARE WARNED TO SHUN DETROIT

Employment Situation In Automobile Factory City Is Acute, Says Associated Negro Press In Warning.

EMPLOYMENT OFFICES DOING BIG BUSINESS

Colored laborers, who will become possessed of the wanderlust during the approaching balmy days, are warned by the Associated Negro Press not to go to Detroit looking for jobs, for there are no jobs there to be had.

The warning says, all who journey to Detroit at this particular time in search of work are doomed to utter disappointment, for the employment situation in this city is very bad at present. Despite the fact that there are more than a dozen automobile factories and hundreds of other big manufacturing concerns located here, each of which employ from ten to thirty thousand men, there seem to be too many people for the work. The supply of workers both skilled and unskilled, colored and white, seems to be far greater than the demand.

While, apparently, there has been no great amount of undue suffering, as far as can be learned, during the past winter, due to the lack of employment, it is at the same time pathetic to see the thousands of men who are out of work here, going daily to the employment departments of the various industrial plants seeking work.

To the casual observer, this great army of unemployed is just men going to work because they make their trips to the plants at regular working hours; but to the initiated, they can be seen standing in line a hundred deep, or crowded into a small waiting room, hunting work. In either case, they must single file and march,

as it were, past the employment supervisor's window and ask for a job, while all that official does is stand there and shake his head, "No," to each man; and they pass out and on to the next place. At hundreds of plants great crowds can be seen each morning. At some of the plants where they have no employment office, a crowd congregates around the entrance gate to wait for the official to come out to announce whether or not any men are needed; and they literally fight for front place standing room. In these crowds will be found men of almost all nationalities.

All day long there is a steady stream pouring into the numerous public employment offices, where charge as high as six dollars for a job.

DISCRIMINATION AGAINST NEGRO WORKERS MUST BE STOPPED

IT is stupid as well as disgraceful conduct on the part of organized labor to show discrimination to any race of the Negro race. An editorial taken from the Pittsburgh Courier is based on authentic information it is the duty of the American Federation of Musicians to look into the matter:

MUSIC hath charms to sooth the savage breast, it is said, but evidently this does not apply to the members of the American Federation of Musicians. These union workers constitute one of the strongest and richest groups within the American Federation of Labor. They live by making music but are reluctant to see Negro musicians have the same privilege. The music dispensed by the Negro union members hath no charms for the white members when dollars are involved. The breast of the white savage refuses to be soothed by the seductive means of jazz orchestras when Negroes are producing the music.

At least that is what we gather from recent news reports. It seems that white union musicians playing in theaters on the Columbia Burlesque circuit have refused to play with colored musicians who are members of colored shows on the circuit. Both white and black musicians belong to the union but the growing number of Negro musicians with Negro shows has alarmed the white musicians. Already there are sixty Negro musicians on the circuit. Consequently, the Federation of Musicians recently passed a ruling that a local union must give its consent before a band with a show can play both in the pit and on the stage. And since the white members do not care to play with the black members, this means that the black unionists will ultimately be eliminated if the ruling continues in force and race prejudice does not abate.

ONLY a few weeks ago high officials of the American Federation of Labor were denouncing the prejudiced attitude of the Detroit Chamber of Commerce, the Detroit Y. M. C. A., and some of the Detroit churches toward them. Yet, here is a great or-

ganization belonging to the American Federation of Labor discriminating against its own members! Of course the other unions in the A. F. of L. cannot be blamed for the action of the Musicians' Federation, but they can be blamed if they keep silent in the face of this rank exhibition of color-phobia, which is even worse than the case of the Brotherhood of Locomotive Engineers hiring non-union miners in its coal mines. The American Federation of Labor, with its steadily declining membership, cannot afford to allow such discrimination within its ranks. It offers their enemies an excellent bit of propaganda to use against them at a time when their position in American life is none too secure.

THE Pittsburgh Courier believes firmly in the organization of all working people, especially Negro workers, in strong labor unions. In a society so organized as the present one, it is criminal negligence of one's interests NOT to be organized with those of similar interests. In no other way can the worker hope to get proper pay and humane working conditions. Thousands of Negro workers have recognized this truth and hold membership cards in various trade and industrial unions affiliated with the the American Federation of Labor. Curiously enough, however, it is in the unions presumably composed of workers possessing higher intelligence that the Negro unionist encounters discrimination and prejudice.

WE warn organized American labor that this discrimination because of color must cease within its ranks. Otherwise it will become a means for destroying the organizations they have so laboriously built up. Some of the most loyal and militant workers in organized labor are Negroes. They have struck, walked the picket lines and starved in order that the right to bargain collectively with the employers might be established and maintained. The Negro worker demands the right to join every union, and having joined, he demands equal treatment with all other union workers regardless of race, creed, color or nationality. Otherwise organized labor cannot hope to retain his allegiance.

Labor - 1926

Minnesota.

Occupation, Wages, etc.,
**Minneapolis Again
Employs Colored**

MINNEAPOLIS, July 19,—Colored men were re-employed by the Minneapolis Street Railway Company. The company was prevailed to disregard complaints of inefficiency and permit another trial. Maurice Rothchild's Store hired a maid and a night watchman. They were the first Negroes to be employed there.

Magistrate:—"I give you 30 days for impersonating a policeman."

Man to officer:—"Guess he don't think much of you."

Labor - 1926

Mississippi.

Occupation, Wages, etc.

Mississippi Negro Women Workers.

The United States Women's Bureau at Washington, D. C., in its Bulletin No. 55 has just revealed the startling information that the payroll records of the earnings of 535 race women, employed in Mississippi industries, show a median week's earnings of \$5.15 per employee. This figure is \$4.10 per week under the median rate of \$9.85 per week brought up, of course by the white employees of the total group of 980 workers who were closely studied.

The typical industries observed were box-making, ~~candy~~ men's clothing, general textiles, general mercantile goods, five and ten cent factories, and laundries. Another vision, for all industries, of the median earnings of the women, white and colored, showed a yearly median of \$464 and \$300, for the white and colored employees, respectively. Even the laundries, in which the colored women outnumbered the whites, showed a median yearly earning, per race per head, of \$463 for the white, and \$308 for the colored women.

The scrutinizing eye of the U. S. Women's Bureau went a step further and found that a considerably larger proportion of the rooms provided for the Negro women, than those for the whites, were inadequate for the number of women using them.

Think of it—whenever you use any of the articles manufactured in Mississippi factories—that American industry there is not playing the industrial game squarely with its lowly workers. America's homes, her children, her future, demand first, that those products upon which she lives shall be ground out of the melting pot of human labor untarnished by industrial proscription and indifference as to industrial justice and fairplay. Mississippi must right the evil before it can conscientiously hope to find industrial eminence and profit.

Labor-1926

Missouri.

Occupation, Wages, etc. The Industrial Situation Here

By WILLIAM V. KELLEY
Industrial Secretary, Urban League
of St. Louis

The lack of employment has affected our group very beneficially. It has taught a number of people who are given to quitting a job for little or no excuse, to settle in one place for a while.

For the past six weeks few employers of Negroes in large numbers would listen to any suggestions of enlarging their working forces. Although there are hundreds of Negroes in St. Louis out of employment, it has become necessary to make a special appeal to the general Negro public in hope of securing a few who can answer the rigid demand of employers under the present order of things.

Over five hundred cards were sent out asking people to register by mail with the Urban League. Wonderful results were obtained through these methods. People who evidently knew nothing of the Urban League have taken advantage of this opportunity and have been able to secure worthwhile employment.

It is a general belief among steel workers that a few more weeks will bring changes in this line of work and there will be a demand for Negro labor.

Our observation has been that in the spring and fall of the year, a large percentage of construction workers doing street and sewer building are white, but when the temperature rises above 90 degrees these will be replaced 50 or 60 per cent by colored.

Although we hear quite a bit of complaint among Negroes relative to the lack of employment, such a condition is also true among whites who prefer to spend their time in looking for jobs that pay well rather than accept the present wage scale.

The Labor Situation

Compiled By Special Arrangement With
The National Urban League

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By F. T. LANE
Executive Secretary Kansas
Urban League

The Negro population of Kansas City is conservatively estimated at 40,000 or about 9.5 per cent of the whole. This group, in proportion to the whole population, has remained constant over a period of ten years. This would indicate that there has not been serious problem of adjustment of large numbers of Negroes within a short period of time. However, there has been a gradual increase in both Negro and white population since 1910, for example, when there were 23,000 Negroes and 248,000 white people. The growth of the Negro population may be said to be consistent with the general growth of the city commercially.

Because of its geographical location, Kansas City, in the last few years, has attracted to it many large industrial concerns which are a fair cross-section of the essential industries such as: grain elevators and flour mills; steel foundries; stock yards; packing plants; mail order houses; produce and railroad terminal.

Negro labor is not a new factor in Kansas City for in some capacity it is used in most of the large industries where numbers of workmen are employed. There is no doubt but that the proportion should be larger. In the packing industry one third of the employees are Negroes, holding jobs as laborers, butchers and other semi-skilled workers. Negro molders work side by side with white molders without discrimination in pay or working conditions.

With the exception of the building trades, the work in Kansas City is not unionized. Carpenters and bricklayers, however, although not members of the union, find considerable employment. The hod-carriers and building laborers are organized into unions controlled by skilled craftsmen. There are nearly 3,000 unionized hod-carriers and building laborers.

Eighty-four per cent of the males, ten years of age and over are employed as laborers and in domestic and personal service, while 87 per cent of the women are in domestic and personal service.

For the most part, Negro workmen in Kansas City compete with

American born whites and it is easily obvious why many of the better paying skilled and semi-skilled occupations are not available to Negroes. No time has there been a great demand for large numbers of workmen to fill openings. Labor conditions have been more or less regular. The average wage of colored workers is between \$16.00 and \$18.00 per week in lines of work that can be considered regular. Among the group of workers are many misfits. Persons with beggar capabilities are forced to work for small sums on jobs which require little or no training.

A campaign is now in progress by the Urban League here, which we hope will result in better occupations in the lines of work which are already open to colored workers and also in a few of the fields into which they have not entered. At present time efforts are directed to Public Utilities such as, gas, power and light transportation companies. Needle trades, which are increasing here, should find places for Negro women.

Race prejudice is in a great measure responsible for the lack of progress of Negroes in industry here. We find many owners of big businesses willing to co-operate and give the Negro workers a better chance. They are afraid, however, of the reaction from their white employees and in some cases refuse to make the initial move. It happens that in Kansas City the northern and southern cleavage is very distinct. There are northern and southern wings of all religious denominations as well as political factions. This sentiment too often shapes the policies of employers of labor. It can be said that Negroes have made good in every line of work in Kansas City. There are outstanding instances where persons have efficiently held jobs of responsibility for many years.

There gradually comes to Kansas City an increment of colored persons from the adjacent southern states like Oklahoma, Arkansas and Texas. There are no inducements for Negroes to come to Kansas City at the present time. Employment cannot be found and there are no available houses in which to live.

Defends Negro Guide At The Ford Plants

The Editor of the St. Louis Argus
In your issue of September tenth there appeared an article which has just been called to my attention and which I cannot allow to go unanswered. The article referred to is the one purporting to show that racial discrimination and segregation are the accepted policies of the Ford Motor Co.

Nothing could be farther from the truth. I am at a loss to understand the members of my race that object to being shown anything by a member of the same race. Do they object to colored doctors treating them? Do they object to colored clerks waiting on them in business places? Your city, I am informed has separate schools for the colored and white races. Do the people making this complaint object to teaching colored pupils?

I take it, that the ladies being school teachers, were on a vacation and trying to add to their knowledge and experience by visiting places of interest to learn what they could so that they would be in a position to impart the knowledge so gained to the scholars intrusted to them. If my presumption is correct then they overlooked a grand opportunity when they objected to having people of their own race usher them thru the most wonderful plant in the world.

They would have been shown that colored men are not only employed in menial labor as is the custom in nearly every industry in this country. They would have had pointed out to them colored skilled mechanics trained in our trade school. They would have seen colored men in every line of endeavor from the highest to the lowest kind of work. They would have had called to their attention that colored men in this plant are on absolute equality in this industry with the white men, in regard to opportunity, wages, accommodations and every respect.

As for the assertion that I was using my position to embarrass my own people, I could bring in hundreds of men to testify to what I have accomplished for the colored worker in this industry. Mr. Barnett, the head of the Associated Negro Press that is given credit for the spreading of this mis-information is not acting in good faith as he was a guest at this plant about a year ago and knows from the treatment accorded him by the highest official in this industrial organization that the article is a false representation of the actual facts.

If the complainants or any one else that agrees to will come here, I will show them something worthwhile

talking and writing about—something that they can tell to the young members of our struggling race who are trying to equip themselves with an education and training and who then find that the opportunity to use that training is denied them. People who are truly proud of their race act and do little talking.

Very truly yours,
DONALD J. MARSHALL,
1996 Sherman St., Detroit Mich.

Colored Apprentices and Em- Shops

Colored apprentices have constructed a miniature train, consisting of an oil tank, coal car, grain car and caboose, to be on parade July 28. Young men saving their money, buying homes and taking care of their families.

We visited the Santa Fe shops last Monday and we were agreeably surprised to find the colored employes making good. It is said that they are faithful and honest and perform their duties for the company, and are interested in the welfare of the great Santa Fe Railroad, for the reason if the company succeeds, they will also.

The company has now 50 young colored boys in the apprentice department and are making good. As soon as they have completed their trade, they are sent out over the system to work in the shops, and carry on their trade as taught them by the company.

They are preparing to make a demonstration on picnic day, which is July 28. They will stage a parade from the Fair Grounds to the City Park. They have constructed a box car, stock car, coal car, oil tank and a caboose and will have an engine to draw this train on Kansas Avenue to the park. The superintendent gave them great praise and says this is the finest miniature train of box cars that has ever been turned out by workmen in the shops.

Mr. William Green, who is a competent and efficient carpenter, is chairman of the Car Building committee, and his assistant, John Allen, is vice chairman, and also Wm. W. Morris and North Hayes. Air Appliances: Bruce Jones, Marian Anderson, Frank Carlson and Dana Ridley. Electrical Works: Milton

Chapman, Henry Todd. Safety Appliances: Lacey E. Broadus, Walter Lee and Everett Lewis. Oil Tank: Willie Tucker, Willie Coolin. J. J. Holman is chairman over all committees and is supervising this picnic and the operation of this train.

The others who assisted in building this train are: Weldon Florence, John Napue, Arthur Sanders, and Simon Johnson.

The company has a committee of six colored men on the Safety Commission: J. J. Holman, W. H. Green, John R. Roberts, Sam Bledsoe, Frank Harris and Roy Williams.

These young men are doing much to build up the reputation of their race and the company is employing young men from time to time upon the reputation these young men are making.

When the editor came to Kansas forty years ago, colored men were employed only in the coal chute and lumber yard. Now they are building box cars, working in store houses, and several other departments, also young colored men are now taking the apprentice trade which was denied to the race a few years ago. They are buying homes and taking good care of their families. Most all of the shiftless class is purged from the payroll. Only those who are interested in the welfare of the company and give a full days work for a full days pay will be retained when the time comes for a lay off. A good man can almost have a job any time. The fellow who just can ring in and out, and always rushing to that will be only a few days with the company. From what we saw and heard there is nothing but the best class of colored men now working for the great Santa Fe. Boys are saving their money, not buying up old second hand automobiles; practicing economy. Over three hundred colored men are employed in one department.

Labor - 1926

Occupation, Wages, etc.,

LOW WAGES, ROTTEN SANITARY CONDITIONS, IS WORKERS' LOT IN OMAHA PACKING HOUSES

By a Worker Correspondent.

OMAHA, Nebr., Jan. 3.—We have the "Big Four" packers in Omaha, Armour-Morris, Swift, Cudahy and Dold. Then there are some small plants, South Omaha Packing Co., Mid-West Packing Co., Glossberg Packing Co., Omaha Packing Co. and Fisher & Sons. All the packing plants are located on the south side of Omaha.

Common labor in the yards is paid 42½ cents per hour. Work is from 6 to 14 hours per day. After 45 hours work during any one week, time and one-half is paid for overtime, but it is generally arranged so that no overtime is worked. Much of the work is done by the piece in the packing plants today, with varying prices.

Mostly Negroes.

Most of the workers in the packing house workers after the disastrous houses of Omaha are Negroes. Next come the Polish, Bohemian, South Slav, with about 4 per cent Mexicans work outside the plants during the summer months, and a few Russians, Lithuanians and Greeks.

All of the large plants have a "company union." In Armour-Morris, Swifts, Cudahys' and in Dolds there is a variation of this known as the "50-50 club" of co-operation between the boss and the workers to increase production and eliminate waste.

In the Armour-Morris plant the retail store has been turned over to the "workers' conference board" and they now call it the "workmen's store." They sell overalls, boots and other work outfits, also products of the packing plant—the seconds, badly cut meat being disposed of in this way as it is not readily salable to the trade.

No Organization in Plants.

There is a union charter here, Local 602 of the Amalgamated Meat Cutters and Butcher Workmen, American Federation of Labor, which has about ten members, not one of whom are employed in the packing plants. This charter was that of the General Laborers' local which had a membership of about 4,000 during the war. This local had quite a large fund left after the last strike, which was expended

in an effort to reorganize the packing out even one penny of assistance from the international union.

The I. W. W. had about 200 members after the 1921 strike, but now there is not one Wobbly left in the Omaha plants.

There was a walkout of the beef killing department at Armours last summer. The workers protested against working only 3 hours on Friday and being compelled to work 10 hours on Saturday. They demanded a half-day Saturday. The strike was lost and most of the leaders black-listed.

Strict Police System.

There is a strict police system in the plants and no worker is allowed to pass from one department to another without permission. Every policeman or "janitor" has a key to each locker, so that there is no need to break into them for "investigation or inspection." Most of the "janitors" in the dressing rooms are spies or secret police, but do not wear a uniform.

Then in each department there are one or more of those stoolpigeons or spies working alongside the workers. Some of them are provocateurs, starting a discussion about grievances and the need for a union; and as soon as the worker expresses an opinion favorable to a union he is reported and immediately discharged. The

workers are suspicious of each other and do not talk union or grievances on the job. It is only to those blacklisted workers on the outside that they will unburden themselves.

The packing house workers never express an opinion in public, the spy system intimidates them. Altho the workers own the Butcher Workmen Hall they are afraid to go there in fear of spies; so that entertainments held there are a failure. At present the workers look upon the companies as all powerful and submit to their rule, but back in their mind is the hope that some day they will have a real fighting union, "then we will show them." The workers are opposed to the "company union" so far as any expression can be gotten from them.

There has been a speeding up in all departments, a kind of unit cost system being used. We have been unable to get statistics on production today and what was formerly the amount. Every worker knows that the pace is much faster than formerly and that the boss in each department not only has to deal with the local plant superintendent, but with the general office as well in showing results in cheapening costs, which means more speed for the workers.

In all entertainments or picnics they split the colored and white workers, having separate places and entertainments for each group.

Draw Color Line.

At Dold's plant they draw the color line hard, even baseball games are not permitted where white and colored play together.

They have four-minute men talk to the workers during their 30-minute noon hour on patriotism, profit sharing, co-operation with the employers, obedience to rules, etc.

There is a boy scout organization connected with the plants. Armour's corps are taken into the plant and given entertainments, moving pictures and talks by leaders being used to teach patriotism. These entertainments are given sometimes two or three times during the week.

Unemployment All Year Round.

Unemployment and short time work prevails practically all year in the packing plants for many of the workers. There are always from 100 to as many as 400 workers looking for jobs at the gates of the large plants every morning. Some get half time or less

and others only a few hours during the week. There is a great deal of uncertainty and much suffering of workers in the plants.

Rotten Sanitary Conditions.

The sanitary conditions in the plants are bad. There are 3, 4 and 5 towels placed in the dressing rooms daily to serve as many as six departments, all on one floor, as in Dolds, the most "modern" of the plants in Omaha. These towels become so dirty that the workers are compelled to use their own towels in the evening after work. Then there is but one janitor for 2, 3 and 4 toilets, which makes it impossible to keep them clean during the eight hours allowed him for this work. The lockers, too, are so small that when the clothing is placed in them they touch the clothes of the next locker.

The workers are supposed to send their working clothes to the laundry each day in a number of departments, but the wages they make do not provide the means to have the required supply of work clothes for this purpose. The workers must provide themselves with white or blue jackets and overalls and wooden shoes. When the clothes are sent to the laundry they are subjected to chemicals and terrific strain in the machines, with the result that they come back torn, full of holes and the fabric weakened. The worker puts them on and the blood and filth goes thru them into his street clothes and he returns the next day smelling of filth, a walking pest house for disease. Then again the worker is expected to change his clothes on his own time, and as the dressing rooms are small and crowded after quitting time he may have to spend half an hour to change, so this is more often neglected than otherwise. Production, not sanitation, is the keynote of the packing plants; if sanitation interferes with production, so much the worse for sanitation.

Overload Trucks.

The speed-up system results in overloading the trucks used to transfer meat from one department to another. Often these trucks will tip over and the contents spilled on the greasy, dirty floor. With but one government inspector for each floor it is impossible to watch this, so the meat is gathered up and replaced in the truck without being washed, dirt, filth and disease being shipped broadcast as the

result of the speed-up system. Some departments do not have enough trucks, and this, too, results in overloading. Often these trucks carry a load of 1,200 pounds and are pushed by one man. Then they are never in good mechanical condition, or lubricated; this further aggravates the danger of tipping over and adds to the strain upon the worker pushing them. No worker is provided to keep them in repair or lubricated. For instance, take the trimming and "offal" departments where they have the piece-work system, the laborers serving these departments and pushing the trucks are speeded up to keep pace with the piece workers; this, too, forces neglect of sanitation.

Finally, there is no protection of

the workers against occupational disease, or disease aggravated by their occupation. There are many cases of diseased workers handling fresh meats daily and no attention is seemingly paid to this. The only doctor's examination given is that when the worker is first employed, and this is used mostly as a blacklist, instead of for protection of food or sanitation.

Eat Lunch in Locker Rooms.

Thirty minutes is allowed for lunch at noon. In the fertilizer department the workers' dressing room is close to their work. The other workers object to them coming to their dressing room on account of the odors. This compels those workers to remain close to their foul smelling task during the entire day.

There is a restaurant in the plants, but service is practically limited to the office force on account of the limited time given for lunch and the necessity of staying in line during the rush period for as much as 15 minutes. The workers, especially during the cold weather, are compelled to eat their lunch in the dressing room, close to the toilets like cattle in a barn.

Some Pension System.

There is a pension and sick benefit plan at some of the plants. At Swifts the workers pay 54 cents per week and receive \$6 minus 54 cents premium, or \$5.46 per week sick benefit and \$400 insurance; also a pension of half wages after 25 years continuous service. This, of course, is in effect only so long as the worker remains in the service of the company. If you "happen" to get "laid off" for a week or more your rating is lost and upon being re-employed you begin as a new

Nebraska.

employee. "Slack up and lose your pension." During the 25-year period a maximum of 144 weeks sick benefit is allowed. During the 25 years the workers pay in \$701, over which he has absolutely no control. This system is a cunning form of wage cutting. It is like the card sharper that takes your life and then hands you carfare to get to the cemetery.

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ET 11

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ET 11

THE LABOR SITUATION

Compiled By Special Arrangement With
The National Urban League

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 "WHERE THE NEGRO MAY FIND WORK IN TRENTON."—A manufacturer of floor and wall tile employs nineteen Negroes, fourteen on common labor. "Just about the same."—About the same; the southern women, who receive \$15.00 a week, do anything."

more. Another fellow is willing to do any casing work occasionally employs twelve. A manufacturer of broom manufacturer could be learned. A manufacturer of brass casings

These are, in fact, the largest employers of Negro women. There are thirty women teachers in the Trenton schools, but only a few of these are residents of Trenton. A day's work brings from \$12.00 to \$15.00 a week; laundresses receive \$15.00; maids from \$7.00 to \$12.00; dishwashers \$10.00 and reg- ular day work \$8.00. It is about the same; very fine employment. "About the same."—A rubber plant employ- ing eight. "About the same; can't put an dependence in him when he wants to day off."—A rubber plant employ- ing thirty-seven. "Same; colored yard man ve- ry good."—A rubber manufacturer. "Same; more negroes."

The consensus was that there is little, if any, difference in the wages of white and Negro workers engaged on the same processes, except in building trades, where, it is claimed, Negroes are "more willing to labor than most white labor."

“Are they fair to your white workers?”

they pay me same as white men,
do the same thing, but they keep us slower, or equal
out of certain jobs where wages are
high."—A wire worker from South Carolina.
"Always lay off Negroes first and hire them last."
"There are jobs that they won't give the Negroes, even if they can do it."—A man from Georgia.
"They keep you out of the jobs that mean advancement."—A laborer from Philadelphia.

"I don't think they are capable of." The variations are noted. Of course, the most

the custom for some of the "white" labor to engage themselves for as many days in the week as they can find regular employment. The work may be washing, ironing, or cleaning.

From Negro workers in answer to the question, "Do you think Trenton industries are fair to Negroes?" there is this type of response:

"They are fair in the sense that they pay the same wages to all who do the same thing, but they keep us out of certain jobs where wages are high."—A wire worker from South Carolina.

"Always lay off Negroes first and hire them last."

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and good subjects for labor."

The consensus was that there is little, if any, difference in the wages of white and Negro workers engaged on the same processes, except in building trades, where, it is that Negroes are "more willing to do common labor than most white men."

Query No. 2: "Are they faster, slower, or equal to your white workers?"

Replies:

"As a rule more easy going."

"About the same, or slower."

"About the same, and this they are more steady, and this makes up with white workers."

"Much faster on piece work."

"It is up to the man."

"Just about the same, or a little slower."

In general, employers agree that the Negroes are about the same in speed as the white men.

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work is skinned, and it was that Negroes cannot do skilled work. Fifth—Conviction that to include Negroes in the labor force would require expensive remodeling. Sixth—Fear of adequate segregation. Seventh—Fear of prejudice of white workers. Eighth—Former unfortunate experiences with an individual Negro or a group has resulted in policy against their future employment. Ninth—Fear of clashes resulting from mixing Negroes with a "rough" class of whites. Tenth—Always found enough white workers for these positions. Eleventh—The attitude of the labor unions in Trenton toward their Negroes is fairly typical of that throughout the country. All are agreed that membership of all workers is necessary for effective organization for collective bargaining. The most common principle which underlies sentimentality among members; dis-

[illegible]

sense, is represented as a gain. Obviously, this use of Negroes would prove irritating to the white workers who were temporarily displaced. And always the difficulties have interlocked and stopped at this point—the Negroes not willing to relinquish their peculiar group advantage with the employers; the unionists not willing, or able, to offer enough security within their ranks to compensate. For it is a fact that within the minds of both employers and unionists the questions of race and the traditional status of Negroes are never wholly forgotten.

Labor - 1926

Occupation, Wages, etc.

New York.

COLORED MOTION PICTURE TENDERS ISSUE STATEMENT

Say They Will Not Mislead Public by Deceit and False Propaganda

Deny Claims of Brecher and Schiffman, and Say Only Negro Operators Not Working Are Those Out of the Lafayette

It is not the intention of the Colored Motion Picture Operators to deceive the public by any false propaganda. Our desire is merely to inform the public of the true state of affairs existing in the different theatres in Harlem. The Colored Motion Picture Operators, upon the advice of Mr. Frank Crosswaith, a colored official of the A. F. of L., made application to the Motion Picture Operators' Union, Local 306, A. F. of L., for membership and were accepted and granted all rights and privileges. They have since had no cause to regret their action. Insinuations to the effect that the union discriminates against its colored members is just so much bunk and open shop propaganda.

The presence in Harlem at this time of the union officials is proof of their willingness to fulfill to the limit their obligations to the colored members of the union.

In a letter appearing in the columns of last week's Amsterdam News Mr. Brecher, owner of the Lafayette, indulges in many misstatements and insinuations intended to deceive our people. He proves much of the 8 hour day, but since when has he become interested in the 8 hour day? Colored operators employed by the Lafayette were always made to work 11 hours a day, a seven day week. Union conditions demanded that the Lafayette give its operators a day off in every week, in accordance with the most enlightened social laws of the nation. The Lafayette thinks this too good for colored employees.

Under union conditions there would be two shifts daily, with a man working from 1 to 6:30, and another from 6:30 to 12. But the Lafayette thought it did not matter how intensively it exploited the public of the true colored men. They are only Negroes, so work them eleven hours a day, a seven day week. Under union conditions the Lafayette would have to employ a seventh day or relief operator to relieve the regular operators on their day off. The Lafayette thought this would be giving work to too many colored men.

Under union conditions the payroll for the Lafayette operators would be \$141.40 a week for two regular operators and a seventh day relief operator, as against \$74 the management pays its colored operators under non-union conditions.

Under union conditions the relief operator would get \$20.20 as against the \$14 paid by the Lafayette to its colored relief man under non-union conditions.

We deny Mr. Brecher's statement that there are many colored operators out of work. There are none out of work, except the two thrown out by the Lafayette Theatre and replaced by non-union whites. Colored union operators are employed in the following theatres: The New Douglas, Roosevelt, Lincoln, Renaissance and Gem. The statement that colored operators are employed as relief operators in these union houses is as false as most of the statements made in Mr. Schiffman's letter.

The chief operators in the following theatres are colored: The

New Douglas, Roosevelt, Renaissance and Gem. The reason the union demands shorter hours for Motion Picture Operators is because of the arduous and eye-straining nature of the work. The motion picture projector is no longer a mere mechanical contrivance, cranked by hand or made to operate by the simple closing of a switch. The projectionist of today must have an excellent knowledge of mechanics, electricity and optics, and is in charge of a delicate and complicated mechanism, made with scientific accuracy to handle a fragile and inflammable material.

The projectionist has a great responsibility, for a failure to measure up to the right standards means that all the producer, director, actor and cinematographer have striven for loses much of its artistic and commercial value. The pleasure of the audience is lessened, the exhibitor is subject to constant expense, and lives and property are endangered.

The above answers Mr. Schiffman's statements as to the operator's job being "comparatively easy and simple." We are not making this statement to discourage any young man from taking up the study of motion picture operating, but to give the public an idea of the study and work necessary to become a first class operator.

We resent, and believe the public will resent, Mr. Brecher's efforts to place the colored operators on the par of a porter in order to explain his indefensible treatment of the colored operators.

In conclusion we will say that the colored operators are prepared to carry this fight to a finish for union recognition and decent working hours and conditions. Colored workers are tired of doing skilled work for less pay than given to white workers. We have the same obligations to our children as the white workers have. We, too, want our children well-fed and decently clothed. We, too, want to educate our children. Theirs is the future, ours the duty to defend that future. We want a union; we want to live. We call upon the colored theatre-goers, the vast majority of whom are workers who suffer daily from the exploitation of bosses. We call upon them to back us in this fight for the rights of colored labor.

THE COLORED MOTION
PICTURE OPERATORS.

Former Editor Writes in From New Jersey

Briggs, Editing Publicity Paper for Textile Strikers, Speaks of Harlem Strike

A former editor of the Amsterdam News has come forward with a letter which, in adhering to our principles of at least trying to be fair all around, will command the attention of those interested, whether they are for or against the union. Cyril V. Briggs wielded a trenchant pen for years on this paper. When he severed his connection here he devoted his entire time to the publication of the Crusader, a magazine which fought for the rights of Negroes.

Mr. Briggs is at present strike publicity manager for the big Passaic Textile strike which has lasted over eight months, a condition which is known in every quarter of the globe. Through his publicity thousands of dollars have been raised for the strike relief. The union in whose behalf he speaks conducts four food stores, children's kitchens feeding two thousand children a day, and a playground. His letter, naturally, will command the respect which we owe to one whose timely editorials in this paper found great response at the hands of thousands of readers:

September 25, 1926.
Mr. Romeo L. Dougherty,
Sporting and Dramatic Editor,
New York Amsterdam News.
My dear Mr. Dougherty:

Permit me the use of your columns to convey my congratulations to the colored motion picture operators on their action in joining the ranks of organized labor, and my best wishes and strong conviction that success will attend the just fight they are now waging against the unfairness and hypocrisy of certain theatrical interests.

It is high time that the Negro workers were waking up to the necessity of economic organization. Unorganized, the workers always get the worst of it. Employers never do the right thing simply because it is the right thing, but in every case because of the pressure of labor. Those workers who have not intelligence enough to organize possess no economic power and are in no position to exert effective pressure. To protect our interests as workers—and over 97 per cent of our group belong in that category—and secure higher wages and shorter hours of labor, the Negro workers must organize along economic lines. The labor unions are

Increasingly opening up to us, as the American labor movement gains knowledge and experience in the struggle and goes about rectifying its former mistakes.

Organized labor is beginning to realize that the interests of all workers—black and white—are inextricably interwoven and can never be separated. Bars that formerly were raised against us have been lowered by the force of economic conditions and the growing influence of the left-wing element within the unions. The reactionary leadership that formerly kept the ranks of the workers divided in the face of the united front of the bosses is fast fading from the scene.

The Negro workers should take full advantage of the changing spirit of the labor movement. We cannot longer afford to be parasites in the sense that while being beneficiaries in every case of the

victories of organized labor we yet had no part in its struggles. Manifestly we cannot afford to permit ourselves to be used by employers in opposing and betraying the interests of the working class, when we ourselves are part of the working class. Its interests are our interests, its victories our victories, its defeats our defeats.

That the Negro workers are at last waking up to their potential power and tremendous strength that will come from economic organizations parallel to, and wherever possible part of the great American labor movement, is indicated by several recent occurrences in the labor field. This move of the colored motion picture operators for affiliation with the American Federation of Labor and their fight

for recognition of their right to organize is one. The intelligent display of solidarity with their white fellow workers by the Negro mill workers of Passaic, N. J., is another. In the latter case, over 600 Negro textile workers are participating in the big eight months old textile strike against wage cuts, long hours and inhuman conditions in the mills. Many of these colored strikers are acting leading roles as picket captains, union delegates, etc. These colored textile strikers are establishing a glorious tradition for the Negro workers by their heroism and determined fight against the attacks of the mill-controlled police of the strike zone. That the attitude of organized labor toward the Negro is changing for the better is again indi-

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ing, by which means only can workers protect themselves.

The Lafayette owner very evidently has little respect for the intelligence of the people who patronize his house when he declares "the colored operators have more to lose than to gain by being members of the union." That statement is so patently false that one marvels at the effrontery of the man making it.

Every thinking Negro should rally to the fight of the Negro union motion picture operators. These colored operators have themselves testified to the benefits accruing from union membership in higher wages, etc. Colored theatre-goers should back to the limit this fight of the colored operators for recognition of their right to do collective bargaining and by the use of the union weapon to protect their standard of living and secure decent conditions of employment. The bosses have their united front AGAINST the workers. For our own protection the workers must unite and organize. A united front of the workers against the united front of the bosses is the sole salvation of the workers. Organize!

Yours truly,

CYRIL V. BRIGGS.

Supported in Fight by All Harlem Theatres, Except Lafayette



Members of the Motion Picture Operators' Union Employed in Harlem Theatres — (Left to Right, Standing)—Samuel Brown, Eugene Satterfield, John Gibson, Bert Staples, Fred Cannon. Middle Row, L. to R.—Thomas Johnson, Walter Simms, Charlie Hankerson, Bennie Proctor. Bottom, L. to R.—Granville Dick, Reginald Warner.

Occupation, Wages, etc.,

EMPLOYEES BROUGHT UP NORTH

Warn Pullman Company

These leaders have warned the Pullman Company to be able to take care of any emergency which might arise.

They point out that in case a white woman is attacked in the district, the hand of suspicion would immediately point out these men. Race relations are even now somewhat strained, and in case any "crime wave" breaks out, these citizens declare that the Pullman Company will be held responsible.

A. & P. Store on Seventh Avenue Employs Colored Clerk

The A. & P. store at 2022 Seventh avenue, in line with the policy that has been advocated by the Amsterdam News, has in its employ a colored clerk, G. R. Patton of 181 West 135th street.

Mr. Patton is said to be one of the most efficient clerks in the many chain stores on the A. & P. Co.

Patton came to New York from Richmond, Va., about a year ago and has been studying at New York University. Before coming to New York he attended Virginia Union University.

A Negro clerk is also employed in a Fifth avenue store.

BLACK AMERICAN PASSES MOTORMAN TEST IN 'FRISCO

(W. C. P. Press Service)

SAN FRANCISCO, March 2.—Louis E. Berry, 35, son of an old pioneer family of this city and Santa Cruz, passed the civil service tests for motorman and conductor on the Municipal Railway system in this city and was duly certified to the superintendent for employment. At this writing Berry was being instructed into the mysteries of his position on the Ocean View line. This is the first case of a member of the race taking and passing a civil service position of this kind in San Francisco.

LANE BRYANT CO. EMPLOYS COLORED MAN BUYER OF STATIONERY AND SUPPLIES USED IN MAIL ORDER DEPARTMENTS IN 3 STORES

In contrast to the lack of opportunity usually afforded colored employees in many of the big department stores down town, the Lane Bryant Co., specialists in apparel for stout women, has promoted one of their faithful colored employees to the position of buyer of stationery and mail order supplies. This employee is Urie Rice, who came to Lane Bryant's 18 years ago as a messenger.

He worked up through various departments, as elevator man, shipping clerk, etc., until he reached his present position. According to R. C. Wadsworth, vice president of the company, Mr. Rice is the best liked employee on the pay roll. Lane Bryant is the largest store of its kind in New York City and does a tremendous mail order business. For that reason a large number of card board boxes are used. All these boxes are purchased by Mr. Rice as well as other supplies.

A representative of The Age visited the store last week and got a thrill out of seeing a woman salesman come in referred to Mr. Rice and was so surprised to find that he was colored she could not tell her mission for a few seconds. She soon regained her composure, however, and was given a courteous reception.

Mr. Rice is married and lives in the Columbus Hill section. He is quite modest and states that he has no exceptional ability but attributes his success to his "God-given opportunity."

Mr. Cobb, who is a native of Mississippi, started with his present employers as a laborer. His ambition and industry so interested the foreman of the job on which he worked that he was given certain responsibilities and permitted to learn more of the business.

NEGRO WORKERS ON INCREASE IN STEEL MILLS

NEW YORK, March 15.—At the end of 1925 a survey of the nine largest steel mills in the Pittsburgh district showed 22 per cent of the 29,560 men employed were Negroes. The largest mill had 30 per cent of its working force Negroes. Five of the nine mills report having hired Germans, Mexicans and Czech-Slovakian immigrants during 1925, but the total does not exceed 400. A total of 1150 Negro workers were hired in the fall of 1925.

CONG. SELLAR SEEKS PULLMAN INVESTIGATION

NEW YORK.—Congressman Emanuel Celler, sponsor of a resolution in the house of representatives for the investigation of the Pullman Company and the conditions of its porters and maids promised a large gathering of this newly organized group of workers a further fight for their cause. Celler is trying to dislodge his resolution from the committee on rules and have it transferred to the labor committee. Pullman Company influence is making every effort to bury the proposition in committee.

The richest families in America are represented in the Pullman Company board of directors, Celler reminded the porters and maids. He mentioned the George F. Bakers, senior and junior; J. Pierpont Morgan; a representative of the Marshal Field Family; one of the Vanderbilt clan and Robert T. Lincoln. The latter, Celler told the workers, is doing all he can to enslave Abraham Lincoln's proclamation of emancipation which was supposed to free Negro slaves in America.

Porters average less than \$125 a month, including tips, Celler said, while the average estimated living wage is \$2,300 a year for an American family. Porters besides have to endure hardships of uncertain hours, too short sleeping periods, a fake company union, etc.

Create a favorable agitation for the porters' and maids' emancipation. There must be a spiritual solution of this economic question. Men above the dollar.—Ed.

A check on the number of Negroes in Pittsburgh steel mills from 1923 on shows that during the slow period in 1924 a larger proportion of Negro workers was kept than of whites.

NEGRO ENGINEER GETS PARIS POST

NEW YORK CITY, May 17.—Henry E. Cobb, the only colored mining engineer in the country, has been promoted to a position in the Layne New York Company's Paris office. Mr. Cobb has been an employ of the Layne Company for the past eighteen years, and is a specialist in drilling artesian wells.

Although a resident of Chicago, Mr. Cobb has been working on jobs in the East for the past several months. Recently he successfully completed a \$350,000 job at Camden, N. J., and another one at Haddonfield, N. J., which so pleased his employers they decided to send him on several big undertakings they have contracted for in Europe.

Mr. Cobb, who is a native of Mississippi, started with his present employers as a laborer. His ambition and industry so interested the foreman of the job on which he worked that he was given certain responsibilities and permitted to learn more of the business.

Brooklyn Factories Hold On to Colored

Two Brooklyn manufacturing companies reported dissatisfaction with the colored help because of irregularity in attendance and threatened to change to white workers. A group of dependable colored workers replaced the inefficient ones in one of the factories, and for the time being the threatened change has been averted.

POSTAL CLERK IS MADE SUPERINTENDENT IN N. Y.

Employs Fifty-five Negroes

To the Editor of The Amsterdam News.
Dear Sir:

In my reading of this week's issue of The Amsterdam News, I came across your very fine editorial entitled: "The Employment Situation," and have read the article listing the names of organizations employing colored people.

The spirit contained in these articles is very splendid and totally in accord with the general sentiment of the directing members of the Irwin Company.

As you know, we are the largest downtown credit establishment specializing in Harlem trade, and following up the thought contained in your editorial I would like to submit the following information:

We have a sales organization employing fifty-five of the finest and most reliable types of colored men, who are entrusted with the handling of thousands upon thousands of dollars' worth of merchandise. They are individually given hundreds of dollars' worth of silk underwear, men's shirts, household goods (such as sheets, pillow cases, drapes, portieres, blankets, curtains, etc.)—which they take out and deliver to their customers. Payments of deposits are given them, and they are employed in the highest positions of trust and reliability.

In addition, we have on our collection staff twelve colored men, who handle the collection of thousands of dollars continually—and these men have secured their well-deserved positions of responsibility on the basis of hard, industrious work and length of service with the company.

Being known as Harlem's most popular downtown credit organization—we always have openings for conscientious, industrious colored men who are ambitious and are willing to shoulder responsibility and handle a real big job.

Anyone whom the Joint Committee for the Employment of Negro Workers recommends will gladly be given an interview. We can take on fifty additional ambitious and industrious colored workers.

The highest types of business principles are included in the course in sales training we give our men, and this enables them to understand and comprehend the problems that arise in their work.

Yours truly,

IRWIN COMPANY.

52 East Broadway.
December 8, 1926.

P. S. We might mention that we have been constant advertisers in The Amsterdam News for several years.

NEW YORK, Dec. 22—Caledonia Phillips, who has been in the postal service for over thirty years, has been promoted to the position of assistant superintendent of the Williamsburg Post Office in the Bronx where he has been acting as a special clerk.

Mr. Phillips is the second colored citizen in New York to occupy the position of Assistant Superintendent in a post office. Alexander King served in this capacity at the Wall Street Station and the College Station, and is now Superintendent of Station U. Mr. Phillips is well known in social and fraternal circles and is an officer in the 369th Infantry.

Labor-1926

North Carolina.

Occupation, Wages, etc.

Negro Is Granted Engineer's License

ing. in the South the occupation ranked with that of the shoe-shiner.

And waiting was considered a peculiarly menial task from which white people would seek to escape and gladly leave to the Negro. Now the traveler throughout the South finds a changed sentiment reflected in practical operations. White girls, self-respecting and intelligent young women, wait on people in the cafes, and white barbers have the same social and business status as mechanics or tradesmen.

Test Service
DURHAM, N. C., (Preston News Service)—The first negro ever to become a registered engineer in North Carolina was given license by the North Carolina Board of Registration for Engineers and Land Surveyors, along with eighteen other applicants, at the special examinations conducted by the board, in Durham Monday.

The new colored engineer is G. D. Washington, professor of mechanical engineering at the colored Agricultural and Technical College at Greensboro and a graduate of the Massachusetts Institute of Technology.

Statesville, N. C., Daily

MAR 2 - 1926

Changing Social Conditions. Asheville Citizen.

The action of the George Vanderbilt hotel management in replacing Negro bell boys with white ones, is important only as a striking step of changing social conditions in the South. It is not motivated by any racial prejudice or due to any peculiarly local conditions, but is merely an incident in a widespread economic change which is in progress in the South.

It illustrates a broad movement which is gradually taking the Negro from certain occupations and assigning to other activities. Supplanting colored bell boys with white ones merely extends the movement which is evidenced by the employment of white girls as waiters not only in several Asheville hotels, but in ever-increasing numbers throughout the South. The change is particularly noticeable in Florida tourist hotels. Negro barbers are gradually being replaced by white men.

Twenty-five years ago any one who prophesied that white people would replace Negroes as barbers and waiters in the South would have gotten a laugh. People would have said that barbering and waiting at table were trades that belonged peculiarly to colored people and that the white race would have not disposition to enter as competitors. All waiters in the South were Negroes and by far the greater number of the barbers. Local conditions furnished a few exceptions, as in western North Carolina, where the overwhelming proportion of white people made barbering a trade in which white men of standing engaged. But, generally speak-

Labor-1926

Occupation, Wages, etc.,

The Labor Situation

Compiled By Special Arrangement With
The National Urban League

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THE LABOR SITUATION IN CANTON

The Middle West has been one of the large recipients of Negro labor from the South. Canton, being situated in what might easily be termed, "The Ruhr Valley of America," has been her colored population increase from a meagre 300 a few years ago, to about 5,000 at present. The main thing for a migrant to remember in entering the big steel area surrounding Canton is that there are very few light jobs for the colored man. To make good here, the Negro must have good physical health and be prepared to become adapted to industrial life.

Despite the fact that the country has lately witnessed a bear market in Wall Street recently, the Labor Barometer published weekly by the Canton Industrial Corporation shows a fair sized improvement since the turn of 1926. The latest report of the 68 reporting plants show 18,674 employed which is an increase of 2,754 since January 5, when the number of men employed in these plants stood at 15,920. Nevertheless, Canton labor conditions may still be considered somewhat below normal in that a year ago these same firms had 42 more men employed. If we examine how the Negro fits into this picture of industrial life, we find that the United Alloy Steel Corporation which has an average payroll of 6,000 employees averages approximately 300 Negroes. On the other hand, The Timken Roller Bearing Company, with a payroll of about 3,000 employees only has 31 Negroes throughout their plants. From a general survey we find the following other firms in Canton employing Negroes with a good deal of satisfaction. The Canton Provision Co., The Dueber Watch Case Manufacturing Co., The Belden Brick Co., The Canton Sheet Co., The Dayton Malleable Iron Co., Mapleton Clay Products Co., National Fire Proofing Co., United Iron and Metal Co., The Gilliam Manufacturing Co., The Canton Malleable Iron Co., The Canton Barrel Co., The Flory Stores, and the First Trust and Savings Bank.

The clay products industry is one of the important trades in the territory surrounding Canton. In this line of work—under proper living conditions—the colored man has proved very successful. The village of Aultman, Ohio, which is about eight miles from Canton, is practically a colored town built up by the employees of the National Fire Proofing Co. We find similar concentrations of Negro labor in Waynesburg, Malvern, Mapleton and Mineral City, Ohio. All these villages are largely engaged in the brick and tile industry and are within a close radius of Canton. I have on my desk now one or two openings for families to settle in one of these towns where the husband would be given steady employment and the wife could operate a boarding house.

SOME CONCLUSIONS

It is my opinion from a brief experience that Canton offers the Negro a fairly even break to develop industrially and economically. Obviously the city, while to some extent diversified, is devoted very largely to steel and steel by-products. The present total population of Canton is something over 100,000 of which amount approximately 5,000 are colored. Because our city is fundamentally a steel town the industrial situation is naturally affected by the erratic fluctuations of that industry. This causes sharp periods of unemployment with a consequent floating population at times. The result is that very frequently an undesirable element of unemployed some times will tend to influence racial relations unfavorably.

Nevertheless, despite all foregoing circumstances, Negroes are becoming increasingly important in the affairs of the city. There are two old citizens who hold very responsible positions in the town—one is an expert metallurgist for the Dueber Watch Co., and the other is The Manager of a chain grocery store. Two colored doctors are making an excellent living and there is need of a good lawyer. Such, then, are the assets and liabilities of the employment situation in Canton, Ohio, at this writing.

Ohio.

The Labor Situation

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THE LABOR SITUATION IN CANTON

By Benjamin Tanner Johnson, Executive Secretary, Canton Urban League.

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Labor-1926

Oklahoma

Occupation, Wages, etc,
Okl. Women's Wage

\$10.25 Per Week

Washington, D. C.—Ave. age wage of colored women in Oklahoma industries is \$10.25 per week according to the Women's Bureau, United States Department of Labor, which made a survey of 35 cities in the state visiting 172 establishments.

Colored women are restricted to employment in hotel and restaurant and made and laundries.

Altogether, 248 women are interviewed, 230 of whom were in these two industries. Average weekly wage of white women doing the same work for \$11.75.

Labor-1926

Pennsylvania.

Occupation, Wages, etc.,

"Negro in Industry Week" Paves Way for Increase of Good Jobs in Pennsylvania

Philadelphia Express
Philadelphia, Pa., Oct. 15, 1926.
A colored girl as a reception clerk in a

century old business house of Philadelphia; two Negro civil engineers with contracting companies; colored girls to replace white men as elevator operators at the Pennsylvania Hospital; colored girls as stenographers in two white offices, including the American X-ray Corporation of 1011 Chestnut Street, colored girls for the first time in a large candy factory, and just a few of the positions obtained as a result of "Negro in Industry Week" which has just been brought to a successful conclusion by the Armstrong Association of Philadelphia.

Many employers' organizations were addressed during the week. But probably the most important was the luncheon meeting at the City Club, Broad and Spruce Sts., Friday, Oct. 15. This meeting was held in the regular dining room rather than in a side room where most meetings dealing with race questions are held, and consequently, employers who otherwise never would have been reached were forced to listen to the availability and capability of Negro labor. T. Arnold Hill, director of the Department of Industrial Relations of the National Urban League, was a speaker at this meeting which represented the leaders in business and civic life of Philadelphia.

The radio stations were secured for broadcasting during the week. Mr. Hill made a powerful appeal for the use of Negro labor over W. C. A. U. on Friday and over W. N. A. T. on Saturday.

A letter was sent to every Quaker business man in the city by the American Friends Service Committee, pointing out the advantages of the use of Colored labor. The next issue of the City Club Bulletin which is mailed to the representative men of the city in busi-

ness and public life will contain an article by Mr. Hill, making an appeal for better jobs for Negroes in Philadelphia.

Opposition of white organized labor was attacked in several ways during the week, notably at a conference arranged by Mr. Washington at the Central Labor Union, Mr. Duke, organizer for the Cigar Maker's Union, and Miss Christensen of the Woman's Trade Union League. Other meetings to address white workers were arranged during the week, one of which will take place November 7 when Mr. Washington will speak at a mass meeting of young white working men at the Central Y. M. C. A. The officials of a Central Chestnut St. business house have arranged for Miss Crawford to address their clerks and stenographers with the idea of breaking the ice for the employment of Colored girls.

Interviews were held during the week with important officials of the Ford Motor Company. In regard to the employment of Colored labor at their new plant in Chester; The U. S. I. Co., for Colored meter readers; the Bell Telephone Company for Colored operators, the American Stores Company for Colored clerks; the J. B. Brill Car Manufacturing Company for Colored mechanics. The Yellow Cab Company for Colored starters, operators, and first-class mechanics; the Curtis Publishing Company for printers; Abbotts Milk Company for drivers;esting-house Company for Colored mechanics and draftsmen; Cunningham Cab Company for Colored operators. The bulk of these interviews were handled by Mr. Hill of New York, Mr. Washington, Executive Secretary, and the two Industrial Secretaries of the Armstrong Association, Mr. Johnson and Miss Crawford. So many interviews were obtained, however, that the Association had to press into service two of its scholarship students, Miss

Bruce and Miss Collins, and also Mrs. McIntosh, a student at the Pennsylvania School of Social Work. Also three young men from Lincoln University who are doing field work at the Armstrong Association, obtained some very good openings for Negro labor. These young men were Mr. Dade, Mr. Richmond, and Mr. Ashtan.

Additional publicity was given the week by Miss Lydia Norris, special writer for "The Friend," a Quaker weekly, who prepared some human interest stories for the daily papers. Mr. News articles in the Philadelphia Tribune and the Public Journal and a splendid editorial in the former, helped toward the success of the week.

Registration of Colored persons who had been trained in certain trades and who were unable to find employment in the same was conducted during the week. Among those who registered were Colored persons who had been trained as architects, auto mechanics, structural iron painters, shipping clerks, electric welders, ladies' tailors, candy makers, are needle worker and many other. Credit is due the pastors of a number of churches of the city for their cooperation in making this registration as complete as it was. Registration from the Durham Night School, through Mr. Clarence Whyte was also heavy. Miss Dandridge of the Germantown Y. M. C. A. and Miss Pollock of the William Penn High School sent in a long list of names.

The week was so crowded with interviews, luncheons, etc., that many opportunities could not be accepted, so that the Armstrong Association has arranged engagements for its representatives to speak before business men's clubs for almost all winter. For instance, Mr. Washington will address the Arch Street Business Men's Club at the Hotel Hanover on November 9.

The success of the week was in no small part due to suggestions and material cooperation given by the following people: Mr. Edward Bach, Assistant Secretary of the Chamber of Commerce, Miss Elizabeth Wright, of the Junior Employment Service, Mr. Cookbaugh of the State Employment Service, Henry Tatnall Brown of the Brown Daily Box Company, Mr. Wilbur Thomas and Mrs. Rachel Davis DuBois of the American Friends Service, Mrs. Chester A. Osler, Mrs. Lena Trent Gordon of the Armstrong Board, Miss Harriet Norris of the Southwest branch Y. W. C. A., and the Armstrong Association Board, Mrs. Emma V. Thompson, former placement Secretary of the Armstrong Association, Miss Elsie Mountain of the Association for the Protection of Colored Women, Mr. A. L. Manly, former Industrial Secretary of the Armstrong Association, and Mr. Thomas W. Potts who acted as Chairman of the meeting at the City Club.

Philadelphia Negro In Industry Week Succeeds

New Jobs In Industrial Plants Open Thru Campaign By Urban League

Many employers were addressed during the week. But probably the most important was the Luncheon Meeting at the City Club, Broad and Spruce Sts., on Friday, October 15th. This meeting was held in the regular dining room rather than in a side room where most meetings dealing with the race questions are held, and consequently, employers who otherwise never would have been reached were forced to listen to the availability and capability of Negro labor. Mr. T. Arnold Hill, Director of the Department of Industrial Relations of the National Urban League, was a speaker at this meeting which represented the leaders in business and civic life of Philadelphia.

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Occupation, Wages, etc.

Southern Cotton Pickers, Brought Into State By Coal Barons, Presenting Serious Problem

Investigation Shows That Large Portion of Miners Hired In This State Are Colored— No Wage Increase

The recent announcement of The Pittsburgh Coal Company of its increase in wages to the coal miners in Western Pennsylvania district was first accepted by the coal using public as a benefit to the coal miners. But it seems that the announcement has raised more than the usual protest. It has been said by some of those who are interested in union labor that the raise is not an increase in money when all of the working conditions and circumstances are taken into account. Of course, the bone of contention is the question of receiving union wages for union labor performed under union rules and regulations. The Western Pennsylvania coal miners are all more or less up in arms about the report of the increase in wages and this dissatisfaction has such a far reaching effect that people all over the country are more or less affected. For example: It was pointed out that about 40,000 men have been brought into Western Pennsylvania by the Pittsburgh Coal Company since August 10 of last year. Of course, almost any layman knows that about 90 per cent of these 40,000 men have been colored men, and most of the doctors around this district can verify the fact that these colored men have been injured all the way from broken bones to death because of their inexperience in mining coal and in handling large amounts of draw slate. In fact, these ignorant colored men have come from the cotton fields and cornfields of the South and they know little about mining coal, and in their effort to earn a living, have simply walked into death traps and have lost their lives and their usefulness trying to earn a living mining coal. In the Pittsburgh Coal Company fields alone there are about 2,200 colored men and about 600 white men. And these imported men are

work against himself because the strangers coming up here do not understand the history of the matter. He pointed out that the United States Government and the coal operators along with the United Mine Workers of America fixed up a wage agreement down in Jacksonville, Fla., way back in 1924 and he says this agreement was supposed to run and hold good for three years. The Pittsburgh Coal Company was one of the companies to sign the Jacksonville, Fla., agreement and the agreement said that the rates per day would be continued and hours and conditions of employment fixed by the United States Coal Commission would remain intact. But in March, 1925, it was explained the Pittsburgh Coal Company began to shut down its mines and thereby began to starve the miners of Western Pennsylvania because they were not being given as much work as they needed to support themselves and their families. The miners belonging to the union made a complaint that the Pittsburgh Coal Company was trying to force the union to take up a 1917 scale of wages and this scale was about 13 per cent less than the wages fixed down in Jacksonville, Fla., when the agreement was signed. Whatever the difference was, the Pittsburgh Coal Company, it is said, would not agree to anything except a starvation wage, either by reducing the wages of the miners or by shutting down the mines and putting the men on a smaller production. One of the biggest objections the men had was directed against one W. G. Warden. It seems that Mr. Warden was elected to the chairmanship of the Board of Directors and the mine's charge that Mr. Warden, being a large stockholder, had more interest in making money than in anything else and this interest, coupled with his lack of knowledge about practical operation and distribution, made him a very undesirable person to the miners. Some of the men even went so far as to say that Mr. Warden was connected with the Rockefeller family, and that this was one of the means of getting large influence back of the operators and against the miners.

The union men called attention to the fact that out of 18,000 or more men formerly employed by the Pittsburgh Coal Company, less than 300 white men and colored members of having a checkweighman and not

the United Mine Workers of America have returned to work under scale put into force by this Mr. Warden. They simply do not like the Warden plan. They say that one of Mr. Warden's big arguments is that the agreement signed down in Jacksonville fixed the rates too high, but they come right back and say that Mr. Warden cannot support this position any longer because by his own action he increased the mining wages 25c a ton in day wages and 25 per cent on the tonnage rates. The miners say that if Mr. Warden really believed that Jacksonville rates were too high how could he announce an increase of wages higher than the Jacksonville agreement.

The miners are very much disturbed over the action of the coal operators because they have tried to keep faith with the public so that the price of coal will not go up by sticking to their agreement, actually putting coal out on the surface. They are now face to face with the fact that gradually the union men have been eliminated and the strange men brought in from other parts of the country have been given the preference and the old residents of the Western Pennsylvania district find themselves out of work, and whether they like it or not they seem to be permanently out of work. What the miners are trying to get before the public is the idea that they have not caused the jump in the price of coal by demanding an impossible wage, because they have been simply asking the coal company to live up to the Jacksonville agreement which was signed for three years.

Then another complaint that the union men make is against the lack of safety and the unfair deal which the coal company has imposed upon these strangers. They call attention to the fact that in all the union mines the men are allowed to have their own checkweighman, who weighs the coal and sees to it that every miner gets his honest weight. It seems, from all reports, that the Pittsburgh Coal Company mines have discontinued this practice and have denied the men a check weighman, and some of the men claim that they lose from 100 to 1,000 pounds of coal every day. It is stated that these green men who do not know anything about mining coal cannot see the difference between

having one, and the union men complain that these outsiders are simply ruining the work and system of coal mining which the miners have spent years and years building up to a high point of efficiency and safety. One miner said that under union conditions when a man was injured he received the benefit of the attention of an expert, hired by the union to see that each man receives his full compensation as provided under the compensation laws of the state. Some of the complaints against the Warden Plan as put in operation by Mr. Warden show that colored and white miners alike fail to get their full amount of compensation when they are injured. It was further pointed out that the strange men from the South do not know anything about compensation nor the compensation law in Pennsylvania, and do not know enough to even ask for the compensation, much less know enough to get it.

In continuing the discussion of the difference between trying to mine coal with strangers and operating mines under the rules and regulations of the union, it was shown that the constitution of the United Mine Workers of America provides that its membership shall be composed of practical miners — that is men who know something about mining so that every fellow workman will be safeguarded in the same degree against all kinds of injury and gas affections, flooded chambers and other dangers incident to mining coal. When inexperienced men go into a mine they simply tear down all the protection they will need in moments of danger. The same degree of protection is extended to every single member of the union and the question of color or religion or race never enters into the program at all. It is contended by the colored members of the United Mine Workers of America that so far as mining coal is concerned the Negro can safely say that he works under the exact conditions provided for all other men engaged in the same kind of work. In short, a colored man says that every miner looks alike to the union and he gets all that is coming to him—no more and no less.

INQUIRER
PHILADELPHIA, PA.

OCT 13 1926

PLAN LABOR DRIVE

**Armstrong Association Backs Better
Employment Campaign**

An appeal will be made during the remainder of this week to persons who have sent large sums of money to Tuskegee and Hampton or similar institutes to employ in Philadelphia graduates of the schools they have helped to support.

This will be the feature of "Negro in Industry" Week, which opened here Monday, and is the first Philadelphia has ever known. The purpose of this week is to make a drive upon the factories and mercantile establishments of the city in an effort to persuade employers to open up more skilled and better fields of employment for the negro. The drive is being conducted under the auspices of the Armstrong Association.

Labor-1926

Pennsylvania.

Occupation. Wages, etc.

Armstrong Association Adds Industrial Sec'y For Women To Its Large Staff

PHILADELPHIA, Pa., June 10.—The Armstrong Association is of the belief that a colored woman in the field can create industrial jobs for our women. This industrial worker will interview employers of factories, stores, plants and such work-houses, and endeavor to persuade them to employ Negro women in many jobs.

As a result of the survey recently made by Forrester B. Washington, executive secretary of the Armstrong Association, an effort to improve the industrial status of the colored woman in Philadelphia has prompted this agency to add such a department to its program.

Knowing that labor is the root of all economic power, it is the desire of this agency to break down the bars of prejudice and place Negro women into industrial jobs, giving them a better chance for making a livelihood and a greater joy in living. All women are yearning for bigger opportunities at this time; and it is very natural for Negro women to feel this unrest, and join the great march of women towards industry.

Capitalism exploits all races. The time has arrived when the Negro woman is next in line to be exploited. The restriction of immigration has encouraged this evolution.

There is a wealth of material in the various types of Negro girls and women. Many have a good education and are skillful, yet unfortunately, they are not prepared for any particular trade or profession. It is a great economic waste to keep these girls idle, for they, no doubt, have a liberal contribution to give to industry.

In the broad program of work carried out by the Armstrong Association, it has become acquainted with the great gap in the world of jobs for colored women. If they do not want housework, these women have little chance to enter into the more productive fields.

Philadelphia has not offered the industrial opportunities to Negro women and girls that other cities in the United States have offered, yet Philadelphia is the world's world shop, and its resources are rich. Therefore, the Armstrong Association

tion, by placing an industrial secretary on its staff hopes to broaden the status of colored women in industry in Philadelphia.

The Labor Situation

Compiled By Special Arrangement With
The National Urban League

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By FRANK L. JEFFERSON
Field Representative of State Employment Bureau

HARRISBURG, Pa., May 13.—Geographically, Harrisburg, capital of the state of Pennsylvania, is so situated that its growth from a small village, where John Harris established a ferry in the latter part of the eighteenth century, into a city whose basic industry today is iron and steel, was natural and inevitable. Thirty miles north of the city enters what is probably the richest deposit of anthracite coal in the world. About the same distance east are the well known Cornwall ore mines, from which iron was taken for the making of cannon used by Washington in the Revolutionary War. It is in the center of the limestone outcrop that stretches in an unbroken line from southeastern Pennsylvania, through the Lebanon and Cumberland valleys in Pennsylvania, and the Shenandoah valley in Virginia, till it disappears at the foot of the Allegheny mountains.

To these advantages add an abundance of water from the Susquehanna river, upon whose east bank the city is situated, and you have an ideal location for the establishment of an industrial city and the development of contiguous natural resources.

Geographically, Harrisburg is so near the Mason-Dixon line that it became a station of the Underground Railroad, and was a focal point of the three routes northward from Virginia and Maryland. Many run-away slaves were sheltered here and received assistance toward their further flight, but a few remained and became the earliest Negro inhabitants of the city. They were mostly employed by the whites as porters, house servants and laborers, but some struck out for themselves and worked as barbers, blacksmiths, ma-

sons and caterers.

The city of Harrisburg, like Pennsylvania generally, had never been very friendly to slavery. The slave population of the state, according to census reports, had dwindled from 3,737 in 1790 to 64 in 1840, after which time there is no mention of slaves in the state. After the passage of the Fugitive Slave Act, several riots occurred in the city against the return of escaped slaves. One reason for this antipathy to slavery may have been that there were in the state large numbers of indentured Irish, German and English servants, bound out to farmers, merchants and craftsmen for various terms and for various reasons. These people were treated practically as slaves, but their service terminated at the end of a definite number of years.

The Negro inhabitants of the city, then, are either the descendants of the runaway slaves who came prior to the Civil War, or of those who came after that time for the purpose of economic betterment. The establishment of the Pennsylvania Steel Company at Steelton, just outside the city limits, about 1866, gave Negroes an opportunity to get away from the repressive enactments of their late masters and at the same time to procure educational and other advantages for their children.

Most of these were from northern Virginia and Maryland, and those states seemed to furnish most of the additions to the Negro population until the middle '90's, when North Carolina and South Carolina began sending their quotas. By far the larger number, however, were brought in from Georgia, Florida, Alabama and southern Virginia, during the period of the Great War.

The Bethlehem Steel Company, successor to the Pennsylvania Steel Company, employs more Negro workers than any other corporation here. A check-up of the November

payroll for last year showed that of the 5,000 men working there 1,600 were colored. The Central Iron and Steel Company, in the southern part of the city, employs during normal times about 300. The Hickok Manufacturing Company, the Harrisburg Pipe and Pipe Bending Company and the Harrisburg Foundry and Machine Company employ a few Negro laborers. In fact, there is only one iron and steel concern in which no Negro has ever been employed.

The freight trucking division of the Pennsylvania Railroad employs about eighty colored men, one-third of the total number working there. The shops of the same company in the city have about seventy-five laborers and helpers on their pay roll.

In the industrial plants Negroes are employed as laborers, helpers and semi-skilled workmen, never as mechanics. Moulders, machinists, bricklayers, carpenters and painters apply here in vain. A limited number are employed at machines which perform one operation, such as drill pressing, punching or straightening, but not at all in jobs which have required an apprenticeship.

The larger hotels, following the example set by the Russ family, which once controlled all the first-class hostels in the city, continue the employment of colored waiters, bellmen and kitchen workers, although colored cooks are not holding their own. The smaller places, generally those controlled by Greeks and Arabians, use no Negro help except dishwashers and porters.

Practically all the asphalt paving in the city is done by Negroes, who seem to understand and do the work better than any other class of workmen.

Most of the contractors engaged in construction work employ colored workmen for certain lines of work, the number varying from time to time as the amount of work increases or falls off.

At the present time employment is at rather a low stage, but indications are that normal conditions will prevail this summer, but the upward trend will not be of sufficient magnitude to require additional workers from outside.

INDUSTRIAL

A colored girl as a reception clerk in a century-old business house of Philadelphia; two Negro civil engineers with contracting companies; colored girls as elevator operators at the Pennsylvania Hospital, and as stenographers in two large offices, including the American X-Ray Corporation; colored girls for the first time in a large candy factory and numerous other notable advances in industry are the pleasing results of

"Negro-in-Industry Week" which has just been brought to a successful conclusion by the Armstrong Association of Philadelphia, Forrester B. Washington, executive secretary.

Collaborating organizations in the industrial celebration were the National Urban League, the Pennsylvania State Department of Labor, the Philadelphia radio stations, American Friends Service Committee, the Central Labor Union, the Central Y. M. C. A., the Chamber of Commerce, the Junior Employment Service, and a host of local employers and firms. Noted individuals from Pennsylvania and farther distant States were present the entire week assisting in the

movement.

Many Receive Employment In 'Negro-in-Industry Week'

Philadelphia.—A girl as a reception clerk in a century-old business house of Philadelphia; two civil engineers with contracting companies; girls as elevator operators at the Pennsylvania Hospital, and as stenographers in two large offices, including the American X-Ray Corporation; colored girls for the first time in a large candy factory, and numerous other notable advances in industry are the pleasing results of "Negro-in-Industry Week" which has just been brought to a successful conclusion by the Armstrong Association of Philadelphia, Forrester B. Washington, executive secretary.

Is Called to Do Work With Steel Corporation

Chicago, Ill., June 10.—George M. Jones, 452 South Parkway, who received his architectural engineering examination, was called this week to Pittsburgh, Pa., to do special work for the Carnegie Steel Corporation. Mr. Jones held the four years' instruction in the University of Michigan and devoted his fourth year toward his master's degree, which he received in 1925.

The Labor Situation

Compiled By Special Arrangement With
The National Urban League

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WORK IN PITTSBURGH

By JOHN T. CLARK

(Ex-Secretary Pittsburgh Urban League)

Negro workmen from the South and other places who are planning to make a change should be very careful that they are going to a definite job at an adequate wage before making a move. Conditions this Spring, while gradually improving, are like a serious hardship upon persons finding themselves in this industrial center with no acquaintances and with few resources. The Secretary of the Pittsburgh Urban League sent the following questions to about forty concerns in this district manufacturing steel and iron and their products; glass; electrical supplies; coal corporations; road and general contracting work:

1. Will you be interested in using more Negro labor this Spring?
2. Can you use such labor now, how many, about what work and wage?
3. Where should applicants apply for work with you, when, and to whom?

A considerable number of replies were very evasive. One of the large steel concerns which employs many thousands of men answered that "present indications are that there will not be a great demand for additional labor in our mills this Spring." They added that they were not "taking on any new men at any of their several plants at this time."

A representative of several small steel foundries replied flatly that while they employed only a few Negroes, that there would be absolutely no demand for any more during the entire Spring. A small steel mill, which has been one of the most liberal in its policies towards Negroes in this district, stated that the present outlook would not justify them in considering at all the question of expecting to add any new Negroes to their working force.

A large public service corporation expects to add between 300 and 500 men for extra work some time during the Spring. Already this concern can use some labor in laying duct lines, track work and similar outside work at the rate of 40 cents an hour, ten hours a day. One large oil concern in this district answered our letter as follows:

1. We never use any.
2. No.
3. See above.

This cryptic reply might lead one to believe that this concern does not depend in any way upon the public in general for the wonderful business they are doing. The fact is that this concern spends thousands of dollars annually advertising its products and has oil stations all over the city which are patronized by large numbers of autos owned and driven by Negroes.

One concern which manufactures boxes and paper products ventured to give the League advice about inducing Negroes coming to Pittsburgh. This concern is certain that there is enough labor already in and around Pittsburgh to take care of the entire Spring and Summer.

Work with general contractors in this district is more hopeful. There are to be built several bridges and other large operations in the outskirts of the city, upon which Negroes will be employed at 45 cents an hour, eight hours a day. There will be plenty of road work, but those coming to Pittsburgh looking for this kind of work will have to prepare for the crudest kind of life in bunks and camps. There is to be a considerable amount of building construction work in and around Pittsburgh which will also absorb much common labor.

In the coal mines it is not likely that any additional Negro coal miners will be absorbed in this industry. The increased production of bit coal during the past several months, which has helped to supply a few hard coal consumers, has been cut off by the settling of the anthracite strike. This, along with the usual decrease in coal consumption during the Spring and Summer, will release many miners, who will no doubt be absorbed in railway work and in State road work.

Wages will average around \$4.00 a day for common labor and, if the competition for jobs becomes keen by the influx of any considerable number of Southern Negroes, wages will of necessity be lower.

While the reports indicated by the replies to our letter are not very encouraging to outsiders we feel that there will be little or no trouble for the local Negro to find employment. Perhaps not just at the kind of work he prefers, nor within walking distance from his established home, but nevertheless a job, which will be more steady than at any time during the last few years.

Many of these concerns have established in the Second and Third avenues district employment offices,

specially for the work which requires transportation out from the city and where the men are to be cared for in bunks and camps. These employment offices are free. For

work in the city, the State Employment Service, which is concentrating all of its work in the McCance Building, is always available free of charge to the public. There are also many private employment agencies, which deal largely in domestic and personal service work. These agencies are more or less responsible and are available to the public at a reasonable legal rate.

Don't come to Pittsburgh looking for work unless you have friends here who have written you to come or that you have sufficient money to float you for at least a couple of weeks.

"Negro In Industry" Week To Be Launched October 11 By Armstrong Association

PHILADELPHIA, Pa., Oct. 7. — October the 11th will mark the launching of the first "Negro in Industry Week" that Philadelphia has ever known. The purpose of this week is to make a drive upon the factories and mercantile establishments of the city in an effort to persuade them to open up more skilled and better fields of employment for the Negro.

An elaborate machinery has been prepared for this week. Arrangements have been made for the Industrial Secretaries, Miss Evelyn C. Crawford and Mr. Fred S. A. Johnson, of the Armstrong Association, under whose auspices the drive is being conducted, to appear before a number of business men's clubs at luncheons during this week. Daily interviews have been arranged for the week with some of the most outstanding business men of the city.

Pressure has been brought to bear on those persons who have sent large sums of money to such schools as Tuskegee and Hampton to see the inconsistency of refusing employment in Philadelphia to graduates of the very schools which they have helped to support.

A special advisory committee has been formed of representative business men of both races to assist the Board of Managers of the Armstrong Association in furthering the project.

A publicity expert has been obtained to endeavor to get information into the daily papers during the week of October the 10th regarding the capability of the Negro laborer. It is hoped that an editorial can be obtained in each of the daily papers during the week.

The Armstrong Association is approaching this "Negro in Industry Week" with more confidence than usual, because it knows that in other sections of the country the recent restriction if immigration has caused many jobs to be open to Negroes which were not available to them before. It believes that Philadelphia will eventually feel this shortage of foreign labor. Its slogan to the employers is going to be "You will need Negro labor eventually—why not begin to use it now?"

It has collected pictures of Negroes at work on skilled jobs in other sections of the country, letters from employers testifying to the efficiency of Negroes and other documentary evidence, which it will

present to employers.

T. Arnold Hill, Director of the Committee on Industrial Relations of the National Urban League, will come to Philadelphia as a counsellor for the week and as a speaker at many of the meetings.

The Armstrong Association, beginning October 1st, is registering all Negro men and women who have had training in a trade, but who have been unable to find employment in Philadelphia. Such people are urged to register at the Armstrong Association office, 1434 Lombard Street, as early as possible so that the Industrial Secretaries may help them to find their rightful place through some of the positions located during "Negro in Industry" Week.

NEWS

OCT 16 1926 NEGROES REPLACE FOREIGN LABORERS

All of the white men at the labor camps of the Monongahela Division of the P. & L. E. have been discharged and their places are being filled with Alabama negroes, brot here by the labor contractors who supply the labor for the railroad it became known yesterday.

Practically all of the white men employed and living at the railroad camps, were foreigners. In many cases a number of the men were transferred to other camps but the greater number of them were either discharged or furloughed.

Labor-1926

Texas.

Occupation, Wages, etc.,
SECOND PRIZE WINNER.

TEXAS COTTON WORKERS TOIL FOR LOW WAGES

Organize and Demand
Better Conditions!

By CHUNKY BILL.

(Worker Correspondent)

HOUSTON, Texas, March 11—In the vicinity of Houston, farm hands receive \$25 a month producing the annual cotton crop.

The worker is hired thru the city employment bureau. After being thoroly investigated by the mediators between the plantation owners and the workers, the worker at once puts a kink in his back and leaves it there till the crop is picked.

He is automatically converted into a "vag" the moment the crop is harvested and remains so till it is the pleasure of the boss to tell him that he may work again which is next planting time. The average wage for cotton pickers is \$1.50 a day.

The Cotton Gins.

The workers in the cotton gins extract the oil from the cotton seed and convert the residue into cotton seed cake and meal. The season is very short and the mills work in two shifts of twelve hours each. The wage is 25 cents an hour both for the day and the night shift. The majority of the workers lose one hour going to work and one hour coming from work so that they really put in fourteen hours for \$3.00. Five months is the average season. The worker works in a continual rush for \$3.00 a day; the remainder of the year he lives again on the "halo" shed from the flag of prosperity.

The Cotton Warehouse.

Big husky guys who have passed the company's rigid examination are employed in the cotton warehouse.

They juggle 500 pound bales of cotton all day long.

While it is true that they get a comparatively large wage for their 10 to 15 hours of labor, (35 cents an hour and no overtime) there is a reason for it. They know that to hold their jobs, they have to keep up with the company speeders. The season is short and they must save enuf during the five months to exist on till the next year. In the event of their failing in this frail hope, they will have to reform again and be "saved" for the 'teenth time at the Star of Hope missions.

Longshoremen Are Organized.

Tho the employees at the warehouse work harder and handle more cotton in one day than do the longshoremen belonging to the International Longshoremen's Association, Local No. 896, yet the longshoreman gets \$10.60 a day and works eight hours or less while those in the warehouse work 10 hours for \$3.50. The bosses will give the workers nothing until the workers begin to organize and demand more. Even then if we are not careful they will try to make us satisfied with minor concessions.

We must be militant. We must organize and demand better wages.

Labor—1926

Virginia

Occupation, Wages, etc.,

Development of Nansemond Industrial Opportunity For Hundreds of Race Workers

Colored Citizens to Get Fair Proportion of Work to be Provided in New Industrial City With Factory Investment of \$25,000,000.00. New England Interests Backing Plan.

The Nansemond land project, about fifteen (15) miles from Norfolk between Portsmouth and Suffolk in Nansemond county, has been purchased by the Jonathan Starr interests in New York, and will be developed into a gigantic manufacturing center, and colored citizens will be given an opportunity to purchase homes and share in employment opportunities in the new city, a representative of the Starr interests told the Journal and Guide yesterday.

Located Near Suffolk

Nansemond is 7 miles square, is situated on the main boulevard leading from Portsmouth to Suffolk and has excellent railroad facilities. The land is high and dry, and admirably adapted to the manufacture of textile products, to which it will be devoted.

Cotton Mill Center

The property was selected for mill and industrial development, and, it was stated, means the movement into this area a factory investment in excess of \$25,000,000. The mills will be equipped with cotton machinery from New England textile centers, and will require an immense quantity of labor of both sexes.

Staple products will be manufactured at the plant. These will consist of gauze and absorbent cotton. From the by-products will be made sash cord and mops. These goods are not affected by style and fashion, hence steady operation of the mills and stability of employment for their workers are assured.

high school and textile classes, from which will come future operators in the mills of the company.

Self-Governed Community

Through the activities of their civic organizations, control and operation of the colored ward will be in charge of the colored people themselves, who will enjoy every opportunity for self-government and to become the most useful citizens of the community of which they will form a part and of the state. Dr. G. Jarvis Bowens, of this city, who was Director of the Department of Welfare and Hygiene of the American Chain Company, which operated here a few years ago, will have supervision of the colored activities of the model city surrounding the Starr plant.

No home sites will be sold indiscriminately, giving rise to speculation, but will be reserved exclusively for permanent settlers. Within the next year and a half 2,000 homes will be erected in Nansemond in the colored colony and others will be built as fast as necessary.

To make the community life complete it is planned to locate a physician, druggist, dentist, trained nurse, grocers, barbers, butchers, department stores, etc., in the colored colony. All stores and business will be under the control of the authorities and will necessarily measure up to a high standard.

800,000 Spindles

Manufacturing units will be erected as fast as operators can be found. It is planned to bring fourteen complete mills, about 800,000 spindles, to Nansemond, but these will be erected a unit at a time until the plant is complete. Some of the industrial plants will be operated wholly by colored labor. In the allocation of employment the most practical plan will be followed, the representative said.

Wages will be good in the new industrial city and the cost of living, including taxes, will be as low as efficient city management can make it, which can be guaranteed to be lower than in neighboring territory.

Work To Begin At Once

Work on the development will begin at once and it is expected that the first unit of the industrial center will be in operation by July 1. The ground will be broken for sewerage and other necessary construction early in January. There will be openings for millwrights, electricians, machinists, steam-fitters, plumbers, skilled mechanics and other expert workmen.

Cooperation Invited

Cooperation with Mr. Starr and his associates in the plan by citizens of this community will facilitate the completion of the development and insure for this section a very much needed accretion of capital and employment opportunities.

Aside from the several employment, residential and civic benefits planned for the citizens of the industrial city, the company proposes to provide life and casualty insurance for its employees at a much lower rate than can be obtained through the usual channels.

Labor - 1926

West Virginia.

Occupation, Wages, etc.

West Virginia Miner Loads 554 Tons of Coal In 26½ Days For New State Record

CHARLESTON, W. Va., Sept. 30 — Sam Dabney, coal miner of Harvey, West Virginia, is the champion coal digger and loader of the state, according to the reports which were received at the office of the state mines department on yesterday. Dabney, during the month of July, loaded 554 tons of coal in 26½ working days, besides doing day work. The figures received show that he worked at coal loading for 196 hours on a basis of eight hours a day, and that he loaded an average of 2.08 tons of coal every hour that he worked.

In addition to being paid for the loading of the coal he received \$8.50 for day work, which means that he was idle a part of the time and could not load coal and was paid for his time. He also received more than \$20 for yardage during the month of July. The amount he received a ton for the coal is not made public.

The mining was in pillars of coal and the report shows that Dabney stopped and timbered his working as he went and that the timbering was better than the specifications call for. He has been with the company at Harvey for two years and has not had even the slightest accident. R. M. Lambie, chief of the mines department, said yesterday that the offering of bonuses by coal companies is a dangerous precedent as it causes men to work without regard to their safety measures and precautions being taken. In this case of Dabney he said the work was done satisfactorily so far as safety was concerned.

Labor-1926

Wisconsin

Democratization etc.

All Trades Open To Race In Milwaukee

Urban League Secretary Gives Survey of Working Conditions In City Beer Made Famous

Now that Milwaukee no longer manufactures beer, what has she to afford her citizens a livelihood? That question is not infrequently asked by persons unfamiliar with the true character of Milwaukee's industrial greatness.

All Fields
The Negro may find work in practically all of the industries that men of other groups may find work. The proportion of Negroes employed may be small but it must be noted that the proportionate colored population is small, there being 7,000 Negroes in a total population of more than 500,000 persons.

As a world leader, Milwaukee is the greatest machinery manufacturing center in the world; Milwaukee has the largest tinware and enameling plants in the world for the manufacturing of upper side leather and calf skins. Milwaukee tanneries are the largest in the world; Milwaukee has a distinction of having a greater variety of industries than any other city in the United States; Milwaukee shovels dug the Panama Canal and the great open pit mines of Minnesota. In fact, wherever digging is done throughout the world, instruments made in this city are found.

In all of the aforesaid industries Negroes find work to a greater or lesser degree. Not only do they work as laborers but as skilled laborers. On all of these operations the pay for the Negro workers is identical with that of the whites.

Labor Unions
Negroes are members of the various labor unions including carpenters, cigar makers, cement finishers, plasterers and moulders. In the building trades and asphalt unions Negroes are found in largest numbers. The Federated Trades Council of Milwaukee has appointed a Negro to address the members of the various unions on the necessity of greater cooperation of the workers, irrespective of their nationality, race, or color.

Moulders
Negro moulders find ready employment in the great foundries and steel mills and there is generally a demand for their services the year round. They are also employed as chippers, grinders and sand blasters, all of these positions requiring some skill, strength and bodily agility. In the large packing houses Negroes are employed in practically every department, but on account of the seasonable nature of

The Labor Situation

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WHERE THE NEGRO MAY FIND WORK IN MILWAUKEE

By J. Harvey Kerns, Executive Secretary of the Milwaukee Urban League
Now that Milwaukee does not manufacture beer, what has she left for her citizens a livelihood? The Federated Trades Council has appointed a Negro to address the members of the various unions on behalf of the true character of Milwaukee's industrial greatness.

The Negro may find work in practically all of the industries that men of other groups may find it. The proportion of Negroes employed may be small, but it must be remembered that the proportionate colored population is small, there being 7,000 Negroes in a total population of more than 500,000 persons.

As a world leader, Milwaukee is the greatest machinery manufacturing center in the world; Milwaukee has the largest tin ware and enameling plants in the world; for the manufacture of upper side leather and calf skins, Milwaukee tanneries are the largest in the world; Milwaukee has the only plant in the world that designs, constructs and installs complete power machinery of every type and size; Milwaukee has the distinction of having a greater variety of industries than any other city in the United States; Milwaukee shovels dug the Panama Canal and the great open pit mines of Minnesota; in fact, wherever digging goes on throughout the world, instruments made in this city are found.

In all of the aforementioned industries Negroes find work to a greater or less degree. Not only do they work as laborers, but as skilled workmen. On all of these operations the pay for the Negro workers is identical with that of the whites.

Although Negroes are used in large numbers in many industries, the experiences of some employers have not been very satisfactory; the usual lay-offs after pay day and occasional trips back South have made certain employers reluctant in employing Negroes to any considerable extent. Other plants have adopted a policy of employing all of their Negro labor through the Urban League, where they are sure of having a selection of individuals made.

Negroes are members of the various labor unions, including carpenters, cigar makers, cement finishers, plasterers and moulders. In the building trades and asphalt unions, the situation is promising. To the honest and conscientious worker, opportunities in Milwaukee are good—those who prove otherwise are not welcome.

the situation is promising. To the honest and conscientious worker, opportunities in Milwaukee are good—those who prove otherwise are not welcome.

Labor-1926

Peonage.

VICTIMS OF PEONAGE FARM, DRIVEN FROM HOME BY MOB, FIND SHELTER IN CHICAGO

Driven from his home on the Crying Mill plantation, 75 miles west of Little Rock, Ark., three weeks ago because he forgot himself and questioned his white boss, John M. Green, 34, and once a man, dragged himself into a small Indiana town a fortnight back, famished and penniless, a broken piece of machinery tossed off from a Dixie peonage farm.

At 6 o'clock last Friday morning Green, nourished back to a semblance of strength after two weeks on a good job, stood in the La Salle railroad station to take from the steps of an inbound train the wife and 3-months-old baby who had fled the peonage farm with him, but had been forced by sheer exhaustion to give up their flight in Oklahoma and wait there until Green should call them.

Baby in Blanket

Emaciated and in rags the young wife stumbled down from the train step, her arms clutching the horse-blanket that sheltered a half-fed baby girl from one of the coldest mornings of Chicago's winter. Between sobs with which she greeted her husband, she told him that his letter forwarding railroad fare to Chicago had come not a minute too soon. The Oklahoma landlord, in whose hands the fugitive Green had left his wife, was about to put her with men roomers in order to "get back his rent."

The couple stayed in Chicago with friends a few days, then went back to the Indiana town, where Green has employment.

Elgin, Ill., was the town that Green first struck when he reached civilization a fortnight ago, after leaving his wife in Oklahoma and hopping freights toward Chicago.

From Elgin he hiked to his Indiana town, begging work after three foodless days, and after weeks of uninterrupted hell.

He brought with him a story of flight from a lynching mob that harried him across cornfields and down country roads, while his girl-wife, carrying her 3-months-old baby, stumbled along beside him. He told of hiding in ditches when daylight threatened, crawling forward only at night, until they reached Carston, Okla., where he left his wife and baby

Arkansas.

Still Owes \$50

"You're a lucky man, Green. You've got a mighty big crop there. Six bales weighin' 550 pounds each, and three bales hittin' 600 pounds each. That's 3,000. You're a damn smart nigger. On account of your doing so swell this year, according to the books, now you don't owe me but \$50!"

With cotton selling at 22 cents a pound, Green couldn't see where his 5,100-pound crop, valued at \$1,122, could leave him owing \$50 on a \$75 bill. There's been many another slave on Abney's plantation who couldn't "see it" either, but Green made this mistake of saying so. He didn't say that Abney was wrong, but it did seem hard on the wife with Christmas comin' on, and the kid only 3 months old.

"You damned black liar! * * * Sam! Get my gun!" There was a clash; the white man was like putty in Green's hands. Green walked out of the 'big house' with Abney's gun in his pocket. Now things move fast.

Plan to Kill

Jim Turner (that's not his right name, but we'll call him that here) went up to the big house to straighten out his own little accounts, and Jim heard five agents planning Green's murder. Jim had hardly warned the girl-wife and hustled Green out of his little home before the agents bore down on the place.

"I'm lyin' in the garden behind my house when they break in on my wife. She tells them she doesn't know where I am, and they knock her flat. It looks like her body's shaking all over when she gets up, but she won't blab a word, so they call her a black * * * a black * * * well, you know what they said * * * and they knock her down again."

They tore Green's cabin to pieces looking for the "nigger that took a white man's gun," and then they broke up Jim Turner's home. Through each of the quarters they stalked.

"All the time I'm still in the garden, and at dusk they decide to lay off awhile. * * *

Two suitcases were all they could carry. Green tied these together and strapped them on his back. Everything else was left, as they slid out the rear of the cabin and crawled across the garden. The young mother carried her baby in a horse blanket.

All through the night they made their way through rough country land and thickets, stopping only when threatened discovery by the mob that had formed. With dusk of the next day they started off again.

Tom Davenport took them in at Carston, Iowa, and Green, afraid to stay even there, told Carston to send his wife to an address in Council Bluffs, while he pushed on alone. Mrs. Green went by train to Council Bluffs, but the husband, half starved and half insane, lost the address, became afraid to loiter long in Council Bluffs and rode freights until he reached Elgin.

PEONAGE CASE IN TENN. COURT

MEMPHIS, TENN., (PNS.) —

In the judicial hands of Lester H. Brenner, U. S. Commissioner, rests the fate of four white employees of the Wilson Company, Wilson, Ark., who are charged with peonage as a result of a complaint made by Bod Powell, a cotton picker.

It is on his testimony, given Thursday, that the government hopes to have a general plantation manager, Jesse Greer, deputy sheriff; Robert Douglass and Tom Crane, held to the grand jury.

Powell testified that he was 'arrested' in Memphis, October 10, carried back to Wilson, where he was jailed. He said they released him when he promised he would pick the rest of his cotton and that from the time of his 'arrest' until his escape in Memphis he had never faced a justice.

Labor — 1926

General.

Peonage

ALSO SCORES SLAVERY IN PHILIPPINES

France Demands It Be Abolished at Once

The fact that peonage and human slavery are existing today on American soil was discussed last week by the leading nations of Europe, and at least one of those nations, France, went on record as demanding their "immediate abolition wherever found." For the very first time since the Civil War the United States came into the foreground of European discussion because of the inhuman treatment which ~~the negro~~ still gives its darker races.

The occasion was the rendering of the report of the commission on slavery of the league of nations. In presenting its findings to the league council the commission stated that slavery exists today in the Philippine islands, which are American territory. France called for a program which demands that slavery be eliminated in every territory which the league can reach.

SOUTHERN PEONAGE DISCUSSED ABROAD

In addition, said the commission's report, peonage exists right within the United States. It has been notorious for years that the cotton crop of the southern states is raised and harvested by a system of enforced labor in which members of the Race are held in a virtual slavery. The peonage system of the South is a disgrace which has constantly been under fire in the columns of the Defender. But the report of the commission on slavery rendered to the council of the league of nations is the very first time that American peonage and slavery in the Philippines have been made subjects of international discussion.

LIBERIA NAMED AS SLAVE AREA

The commission on slavery was constituted by the league of nations to investigate the question of slavery. It was authorized to make extensive studies of conditions throughout the world and report its findings to the league council. For more than two years the commission busied itself with its researches. Exhaustive investigations were made and the data

secured has been carefully compiled. Peacefully inclined citizens who thought that slavery stopped in 1860 or that at the very worst if it existed at all today it was confined to the outer edges of civilization, have been shocked at the commission's report of what it found.

There are, says the report, 19 slave areas in Europe, Asia and Africa, where not only human slavery exists, but an active slave trade is carried on. Slave markets today ply their infamous traffic even as they did decades and centuries ago. Liberia is named as one of these slave areas, and Abyssinia is another. China, Egypt, India, the Dutch East Indies and French and British Somaliland are also named, as are America's Philippine islands. And even within the states, says the league, exists the disgrace of peonage.

Peonage WOULD PLACE RACE AGAIN IN SLAVERY

BILL AIMS TO TIGHTEN GRIP ON PEONAGE

Washington, D. C., March 12.
—Virtual slavery would be permitted under the provisions of an amendment to the law against the holding or returning of persons to a condition of peonage.

The amendment was offered by Representative Butler B. Hare, Democrat, of South Carolina. It was referred to the House Judiciary committee.

The amendment provides that "where a person enters into a written contract with another for personal services to be performed within one year, with intent to injure, cheat or defraud, and receives in advance the consideration in whole or in part, and then, with like intent and without just cause, fails and refuses to perform or execute such contract, it shall not be unlawful to hold, arrest, cause to be arrested, return or cause to be returned such person for the purpose of having such person tried in a court of competent jurisdiction."

The amendment also provides that "such person shall, upon conviction in any federal or United States court, be fined not more than \$500 or imprisoned not more than six months, or both."

The law as it now stands makes any person who holds, arrests, returns or in any manner aids in the arrest or return of any person to a condition of peonage, subject to a fine of \$5,000 or imprisonment for not more than five years, or both.

**Southern Congressman Would
Sanction Chattel Slavery By
Federal Legislation On Con-
tracts To Labor.**

**WOULD BE BLOW TO
SOUTHERN EXODUS**

Washington, D. C.,
Mar. 2—Virtual slavery would be permitted under the provisions of an amendment to the law against the holding or returning of persons to a condition of peonage.

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Provisions of Amendment

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The Penalties

The amendment also provides that such person shall, upon conviction in any Federal or United States Court, be fined not more than \$500, or imprisoned not more than six months, or both."

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Labor - 1926

Peonage

IN A RECENT DECISION the Georgia Supreme Court has again upheld section 125 of the state Penal Code which makes it a misdemeanor to persuade any servant, cropper or farm laborer under written or parole contract to leave his employment by offering higher wages "or in any other way." The case, Rhoden vs. The State, is that of the employe of a lumber company who in 1924 was "enticed, persuaded and decoyed" to leave his job and accept one with another lumber company which paid \$3.00 a day. This law has been in Georgia's statute books in one form or another since 1866. The original object of such a provision was undoubtedly to protect the land owner in a one-crop state who had to support his laborers and croppers during the winter in order to get the benefit of their labor during the spring and summer. It has been applied to both white and colored workers, as Georgia has a great many white croppers. Such labor is free to make changes in the fall, after the harvest, and most of it does "move on" each year. A land owner who provides food, clothing and housing for the winter for a family should perhaps be protected by a civil statute against those cases where the laborer does not remain to complete the contract. But such a law as this, which provides a penalty for what is in no sense a criminal offense, and which enforces parole contracts covering a year's labor, is fraught with grave danger. It immediately becomes a strong weapon for the intimidation of ignorant labor, and a defense for those who prefer a feudal to a system of free labor, bound only by carefully drawn and justly enforced written contracts.

OGLETHORPE FARMER INDICTED FOR PEONAGE

The jury that convened in Athens today is a special session called by Judge William Tilson, of the middle district, to investigate the allegations and it is stated that members of the federal jury which was recently discharged will be called before the present body for questioning.

Athens, Ga., December 13. (AP)—Dr. W. R. King, prominent farmer of Oglethorpe county, was indicted today by the federal grand jury now in session here, on the charge of peonage.

In the indictment it is alleged that Dr. King held 12-14-26 and three or four white men on his farm and compelled them to remain and work by force and with threats. It was stated in the indictment that several of the workers who had managed to escape from the doctor's farm had been hunted with bloodhounds and when captured forced to return and were whipped for running away. The alleged peonage is said to have been going on through 1925 and up until August of this year.

The doctor stated that the workers were indebted to him and the only way that he could secure the money owed him was by compelling them to work on his farm. It is stated that the doctor employs about 15 workers on his farm and during the harvesting season he employs as many as 20 workers, both white and negroes.

The federal jury is now investigating charges of jury tampering in connection with the peonage case. It is alleged that a witness was approached and inducements and offers were made.

Georgia

Labor - 1926

PEONAGE BOSSSES SENT TO PRISON

**Sentence Against Men Who
Held Negroes In Florida
Turpentine Camp Is Con-
firmed.**

NEW ORLEANS, La., April 14.—The United States District Circuit Court of Appeals Wednesday confirmed the sentences of Chas. Land and Mood Davis, white turpentine mill operators who were convicted of peonage. Four colored citizens brought charges against the men over a year ago, showing that they were held prisoners and flogged and forced to work on a Calhoun County, Florida, turpentine plantation.

The sentence affirmed against Davis is thirteen months in prison with a fine of \$500, while Land was sentenced to a year and a day.

Davis and Land were convicted with Carey Whitfield, Frank Daniels and Will Procter, three white employees of Davis, for holding the colored men, and for later running them down and returning them to the turpentine farms when they attempted to escape. One man was forced to beat the others when they were captured. The men held in peonage were George Diamond, Galvester Jackson and Dewitt Stonan.

OFFICIALS IN TWO STATES FACE PRISON FOR PEONAGE

**Louisiana Deputy Sheriffs
And Mississippi Justice
Among Five Trapped By
Federal Authorities**

TRUMPED UP CHARGE TO ENSLAVE RACE MAN

**Maximum Penalty In Case
Is A Fine Of \$5000 And
Seven Years Imprison-
ment.**

NEW ORLEANS, Sept. 22.—For "plotting to return a colored American citizen to a condition of slavery for owing a debt" department of justice agents Thursday arrested and charged with violating the National Peonage Act Sheriff N. B. Travis of Amite county, Miss., a justice of the peace and two farmers of that county, and two deputy sheriffs of Tangipahoa parish.

The Louisiana Deputy Sheriffs, Joe Mixon and Chub Ryals, were released under \$2000 bonds. The Mississippi men, the sheriff, Justice of the Peace A. B. Carroll and J. C. Anders and Lonnie Blumfield, farmers of Amite county, were held in Jackson, Miss. They were to be brought here pending trial if they fail to make bail. The six alleged conspirators were also charged with conspiracy to violate the peonage law.

Heavy Penalty In Case
The maximum penalty on both counts would submit the accused men to \$5000 fines and seven years' imprisonment.

The charges grew out of the forced return of John Williams, colored farm hand, to Amite county, on charges department of justice agents characterize as "trumped up" to compel him to work off a debt.

Hoax To Enslave Negro
Williams was employed on the farm of Anders and Blumfield. When the cotton crop had been "laid by" he left the farm with the consent of Anders, agents say. He went to work for Sam Spitala in Tangipahoa parish.

Louisiana.

Last week the two farmers went to Tangipahoa parish, saw the two deputy sheriffs, Ryals and Mixon, and showed them a Mississippi warrant for the arrest of Williams on a charge of obtaining goods under false pretenses. The deputies arrested Williams, and turned him over to the two farmers who snapped handcuffs on him, put him in their automobile and rushed him back to Liberty, Miss., county seat of Amite county. There he was lodged in jail.

Warrant Illegal

"Under the law the Mississippi warrant was no good in Louisiana, without extradition proceedings, and department of justice agents say they are not certain that the farmers had been deputized anyhow. The warrant had been issued by Carroll the Justice of the peace, and given to Sheriff Travis to execute on trumped up charges, department of justice agents claim.

All these acts were done without the knowledge of Sheriff Lem Bowden of Tangipahoa parish. When he learned of the affair he demanded the release of Williams from the Liberty jail. Sheriff Travis refused to let Williams out. Then followed an investigation by Clem J. Estopinal, special agent of the department of justice, who filed the charges as a result of his findings.

TRIBUNAL'S RULING ON CASE IS FINAL

**Men Found Guilty Must
Serve Prison Term.**

NEW ORLEANS, La., Apr. 8.—Mood Davis and Charles Land (white), convicted for holding four men in a state of peonage in turpentine camps of Calhoun county, Florida, must serve the sentence imposed by the federal district court for the north-

ern district of Florida, the United States circuit court of appeals held in an opinion handed down Wednesday.

Attorneys for the convicted men contended the evidence did not warrant verdicts of guilty, and objected to sections of the trial judge's charge to the jury.

Disclosure of the manner in which the four race men are alleged to have been held on the turpentine farms to work out a debt Davis and Land alleged was due them, created a nationwide sensation when the federal government investigated the incidents almost two years ago.

Davis and Land were convicted with Carey Whitfield, Frank Daniels and Will Procter, three employees of Davis, for holding the men, and for later running them down and returning them to the turpentine farms when they attempted to escape. One man was forced to beat the other two who were with him when they were captured, the opinion recited.

It was alleged that George Diamond and Galvester Jackson, two of the men, escaped from Camp Sanders, operated by Davis, on August 8 after having worked for some time without being paid, and were later taken in charge by Davis, or his agents, and arraigned for an alleged debt of \$8.50 before a magistrate.

They were told, it was alleged, that if they did not plead guilty they would be sentenced to serve eight months in prison. They pleaded guilty, and fines and court costs totaling \$37.28 was paid by Davis, the opinion related, who took them to his place to work out the fines.

They escaped again from the turpentine farm September 29 and it was on this occasion that Dewitt Stonan, another of the men who was

with them, was forced to beat Diamond and Jackson. Henry Sanders was alleged to have been held for a debt of \$2.75 due a brother of Land. He was similarly arraigned and court costs of \$25 were paid by Davis, who took him to one of the turpentine farms.

The sentence affirmed against Davis is thirteen months in prison with a fine of \$500, while Land was sentenced to serve a year and a day.

VICTIM OF LA. PEONAGE HOAX IS DENIED WRIT

**Hold Man Whom Officers
Made Return To Missis-
sippi To Serve Farmer.
Five Face Peonage Charge**

MAGNOLIA, Miss, Oct. 6.—Judge R. W. Cutter of the chancery court Saturday denied a writ of habeas corpus to John Williams, whose arrest and transportation from the State of Louisiana to Mississippi two weeks ago led to the placing of peonage charges against five officers of the two states. Williams petition was denied and he is being held in default of \$500 bond to await the action of the grand jury.

Because they took Williams from Louisiana to Mississippi without the proper extradition proceedings, five officers, two of the latter state and three of the former were accused of plotting to enslave him. The men charged they brought Williams back for leaving a farmer after he had been hired to work for him. Williams declared that he left with the permission of the farmer. Williams, however, pleaded guilty when his hearing for a writ of Habeas Corpus came up, but he denied that he came back to Mississippi with the officers of his own free will.

Sheriff Travis, Justice Carroll, Anders and Brumfield, farmers, of Amite county, Miss. and Deputy Sheriffs Mixon and Ryals, of Tangipahoa parish, La., are the men being held on peonage charges.

Labor - 1926

Tennessee

Peonage

WINS SUIT IN PEONAGE CASE

Laborer Who Was Flogged
By Road Contractors Is
Awarded \$500

MEMPHIS, Tenn., Feb. 18 (Special) — John Neal, colored laborer, who sued *W. L. G. and E. J. Bird*, white road contractors, for \$8,000 damages for a beating which *they* administered to him in an effort to enforce peonage in their road camp at Tipton County last summer, was awarded \$500 by a jury in Judge Pitman's court Wednesday. *2-19-26*

Neal claimed that he was persuaded to go to the road camp under the promise that he would be paid \$2.50 a day. Upon his arrival he was informed that he would receive only \$1.25 to \$1.75 a day.

Neal said he refused to work for that wage and was about to leave, when the defendants forced him at the point of a pistol to submit to a beating at the hands of several Negroes. He said he was whipped with green sticks.

Labor-1926

Texas

Peonage

One Peonage Count Quashed by Court

JACKSONVILLE, Fla., Jan. 3.—One count of a federal indictment charging peonage against Fred Higginbotham and Herman Conner, Nassau County planters, was quashed by Federal Judge R. McCall here Tuesday. Defense counsel moved for quashing two counts of a peonage indictment against the men. They are scheduled on trial next Monday on the remaining count.

The peonage charge is based upon a state of servitude under which the men are alleged to have placed L. M. Molden, aged negro whose body was found shortly after the men had brought him away from a turpentine camp, where he had fled to escape them.

COMPELS BLACKS TO PICK COTTON

Cleveland Ohio
Forces Men Under
Guard To Work De-
spite Objection

11-13-26
AUSTIN, Texas, Nov. 12.—(P. N. S.)—According to a recent statement issued by E. J. Crocker, labor commissioner of Texas, blackbirding and peonage is being practiced in the handling of cotton pickers in Texas.

Cleveland Ohio
One man has been fined and six others are under heavy bond as the result of the activity of the State Labor Department which is seeking to put an end to this practice.

The facts are that there are a number of men who own large trucks who await cotton pickers on the highways going to Mexico and other labor centers and offer the pickers a bonus and free transportation to go with them, thus evading the private employment agency law. The cotton pickers having accepted the terms, are taken to some distant point outside of town and there go into camp.

The would be employer leaves them under guard and finds farmers who need cotton pickers. He enters

into negotiations for the sale of the cotton pickers at so much per head, often \$5, depending, of course, on how badly the farmer wants his cotton picked. Often the labor bootlegger comes back and gets the same bunch of cotton pickers before the cotton picking is completed and by offering further bonuses, takes them to some other place and sells them again, getting another \$5 a head or more for them.

14 INDICTED ON CHARGES OF PEONAGE

Forced Labor Evil Struck
A Stunning Blow By The
Decision Of Federal Court
In Texas

BROWNSVILLE, Tex., Dec. 15.—Peonage was struck a stunning blow here Monday, when fourteen Willacy county whites, including some high officials, were named in indictments charging "conspiracy to enforce peonage" by a federal grand jury.

St. Louis
The case grew out of the charges that colored Americans, Mexicans and foreigners were being made to work on large cotton plantations without any form of remuneration. Among those indicted the officials including Sheriff Raymond Teller, County Attorney J. F. Robinson, named on all three of the counts involved in the indictments. Arrests followed an investigation by special department of labor agents into alleged enforced labor during the cotton picking season in Willacy county. All of the men now face a heavy sentence in the Federal penitentiary. This is the first time that such a large number has been indicted of peonage.

St. Louis
Brownsville was the scene of the 25th Infantry massacre in 1907 following which President Roosevelt discharged a number of the participants.

Labor - 1926

Alabama.

Unions, Strikes, etc.,
**To Organize Work-
ers In Jefferson
County**

The National Association of Me-
chanics, Working Men and Women, is
making an effort to organize all
classes of workers in Jefferson County.
The drive will start May 29 and con-
tinue through the 31st for two thou-
sand members.

All classes of workers are requested
to be present at the Odd Fellows and
Pythian Hall, 1524½ Second Avenue,
North, May 29-31.

Send all communications to home
office, 1524½ Second Avenue, Birming-
ham, Ala.

H. G. NELMS, President.
MRS. ZENOBIA GRAY, Secy.

Labor - 1926

Unions, Strikes, etc.

A LABOR EXPERIMENT

Three years ago the Baltimore & Ohio Railroad agreed with the shopcrafts unions affiliated with the American Federation of Labor to co-operate in an attempt to increase production and to improve working conditions. The management bound itself to recognize the unions, to deal with them and as far as possible within the limits of existing railroad wage standards, to allow them membership a share in the benefits that might follow. The unions pledged the shopmen to strive for efficiency. A system of meetings between the company and men was set up. The experiment was first put into operation with 300 men in the Glenwood shops. A year later the plan was applied to the entire force of 22,000 shopmen on the road. It has subsequently been adopted by the Canadian National, the Chicago & Northwestern and the Chesapeake & Ohio Railroads, and embraces today over 50,000 men.

Mr. O. S. BEYER Jr., who, as consulting engineer for the shopmen's unions, shares the credit with President WILLARD of the Baltimore & Ohio for the plan's development, sums up the results of its operation in The New Republic. He mentions the following gains: (1) Elimination of unemployment in the B. & O. shops; (2) decline in grievances submitted for adjudication on the same road from an average of 1 in every 58 men to 1 in every 131; (3) a total of 20,000 suggestions for increased shop efficiency, better working conditions, more satisfactory recruiting of employees, &c., 16,000 of which have actually been put into effect. In addition Mr. BEYER cites intangibles of even greater importance which may be summed up as an "increased sense of responsibility on the part of employees for the success of the railroad" and on the part of the management "for the welfare of the employees."

The great failure of modern industry has been to furnish an incentive to the wage worker sufficient to elicit his wholehearted support in production. The average factory worker sees no connection between his wages and his daily output. The philosophy of labor unionism is based on the assumption that the way to increase

wages is not to increase production, but to coerce the employer into paying more. From this has flowed a train of evil consequences—soldiering on the job, canny, sabotage, with waste beyond calculation. As a result the vast mechanism of modern production halts and often fails altogether.

The B. & O. plan has the great merit of facing this issue and offering a remedy that respects the rights and interests of both employer and employed. Its present weakness, as Mr. BEYER points out, is the lack of definite correlation between increased output and higher wages. The elaborate and fixed wage structure of the railroads which makes different wage scales on different roads impracticable at the present time, and the fact that production in repair work is more difficult to measure than in ordinary manufacture, have hampered the experiment. But its remarkable success in spite of these odds makes it even the more impressive.

RUSSIANS HAVE CONTEMPT FOR OUR A. F. OF L.

Dabney In Ukraine Tells How White Unions Here Bar Blacks

SOVIETS INTERESTED IN OUR PROBLEMS

Afro Correspondent Quizzed On Intermarriage and Wages

By THOMAS L. DABNEY
With American Student Delegation Abroad

KHARLOR, UKRAINE,
Russian Republic, (By

Mail)—The same interest which Russian students in all of the cities of the Soviet Union have exhibited in the race problem in America was manifested by the students and around Kharkov which our delegation has met.

I was particularly fortunate in meeting several Ukrainian students, who speak English and one who speaks French. We had a long conversation together.

Being interested in the problems of American workers, they first asked me about the relations of white and Negro workers in America. "Are white workers friendly toward Negro workers?" one student asked me. When I explained the situation in America—of Chicago, Illinois in 1919, Carteret, New Jersey in 1926, and other cities, the students were aghast.

Contempt for A. F. of L.

Our discussion of the race problem and the labor movement precipitated the question of the policy of the American Federation of Labor. Just as I expected, I found little more than contempt among the students for the American Federation of Labor. To the Russian and Ukrainian students the policy of the Federation toward the Negro is not only unwise but suicidal to the American labor movement.

Equal Pay Question Asked

The students were eager to know whether Negro workers doing the same kind of work as white workers received the same pay. They asked if Negro workers were given equal opportunity to prepare for and to enter the skilled trades. Altho there are almost no Negroes in Russia with the exception of a few students and members of theatrical troupes, I did run across one working in a factory in Kharkov.

Intermarriage

For the first time during our trip in Russia, I was asked questions at Kharkov relative to the intermarriage of races in America. One of the Ukrainian students inquired whether Negroes could marry white women in America. Again I had a long story to tell covering all the imbecilities connected with the Nordic propaganda of Madison, Grant, Lathrop, Stoddard, Ernest Cox and John Powell. My narration was most amusing to the students. Just why American whites should labor so assiduously to preserve the racial integrity of the so-called Nordics was beyond the Ukrainian students.

American Federation of Labor.

NEW YORK
HERALD

NOV 6 1926

Negro, as Red, Assails U. S. in 'Peace Meeting'

East Side Labor Temple
Speaker Denounces 'Constitution-Loving Nation of Laggards,' Praises Russia

Calls Civilization Sham

Woman in Audience Asks
Speaker if He Knew Lincoln Had Freed His Race

A meeting dedicated to "World Peace," held last night in the Labor Temple, Second Avenue and Fourteenth Street, under the auspices of International Youth, ended in discord when the granddaughter of one of General Cadwallader's Philadelphia Grays engaged in debate with Eugene Corbie, a talkative Negro delegate to the Biernville Peace Congress, France.

Corbie, who was one of twelve speakers, Mongolians, French, German and English, had raised the issue of communism at the meeting, denouncing Christianity, the Constitution of the United States, the army, the white race, and modern civilization in general.

Attacks "Imperialism" Here

He pounded the frail pulpit until it teetered, as he used the words, "American imperialism."

"Nation of laggards," he had said, "you sit around and cry 'world peace.' You wrap the flag around the loins of Jesus. You Constitution-loving persecutors of the Negro. You'll never have world peace unless you're educated."

When the Negro finished his speech girls and boys in their teens, joined by adults, clapped their hands. Al Schaap representative of the Young Workers (communist league) took the platform. He told his audience that the way of world peace lay in the route of Soviet Russia.

"Are there any questions from the audience?" the chairman asked. "You may question any of the speakers," he added, tapping a long, blue pencil for order, as a dozen or more sprang to their feet.

Challenges Negro's Knowledge

Among the claimants the chairman singled out a woman whose hand, up-

raised and gloved, and whose fur coat distinguished her from the others.

The woman spoke slowly in a conciliatory though slightly challenging manner. She suggested that perhaps the Negro delegate had not studied American history. She wanted to know if he had ever heard of George Washington.

"Does the speaker accuse George Washington of sloth and laziness? Has he ever heard of Abraham Lincoln? Does he think that Lincoln, who liberated the Negroes—was a tyrant?"

The gentleman, she suggested beamingly, was not as much of an intellectual as he pretended. There was a touch of arrogance to his tone. He advocated race equality, and humility. He said that Americans were not educated. How educated was the delegate to the peace conference? Had he read this Constitution he attacked so freely?

Replies to "Attack on Race"

Cortie glowered at the speaker. Frowning at the applause, slight as it was, that came from a few listeners, he demanded permission to answer "the white lady's attack on his race."

He assured her that he was an educated man. He said that more black blood had been spilled in wars for America than all the white blood of the two continents. He suggested that the "white lady didn't like his polished language, his Oxonian accent."

"I think your language is very forced," the woman replied.

Some one objected to the argument.

"This peace meeting has degenerated into a quarrel over what race produced the greatest fighters!" some one shouted.

The nervous chairman tapped his pencil for order. "Would the lady care to defend her position?" The woman was about to speak, but another woman interrupted her.

"I'd like to say," the second woman said, "that I am of good, old American stock. My forefathers came here in 1642. Yet I am in accord with Mr. Corbie."

The first woman got up from her chair. A man beside her put on his coat.

The chairman tapped for order.

"No Americans Present"

"I see there are no Americans present," the first woman said. "I don't care to say anything more."

She and her man companion went out.

"I don't care to reveal my name," the woman told reporters. "Just say that my grandfather was one of the last survivors of General Cadwallader's Philadelphia Grays."

"Yes," added the man with her, "General Cadwallader's—just like the Seventh Regiment to-day."

LABOR UNIONS INCREASING IN THE RACE

labor cannot gain ready admission to the local union, let it create another local, clothed with official authority of any union in the land, and recognizable, both in council and out of council. That's real organization, we think.

Form Branch of Negro Labor Congress With Live Group at Topeka

TOPEKA, Kans., Oct. 27.—A branch of the American Negro Labor Congress was formed in Topeka Sunday afternoon with a dozen members and three live officers. Wm. Hills, president of the Hodcarriers' Union, delegate to the A. N. L. C., of last year was unanimously elected president. Z. G. Epps, as secretary with union Negro and white workers as members. The mass meeting had a good attendance with representatives from Topeka Industrial Council and other unions present who addressed the meeting. Carl X. Stewart, organizer of the Kansas City A. N. L. C., made the principal address. Dan Richmond, ex-organizer of the A. F. of L., a militant fighter and T. B. Garnet, reporter of the Industrial Council of Topeka and H. Oenier from Kansas City spoke.

The officers and members launched into the work at the start with enthusiasm and the second meeting has been called for next Sunday.

According to estimates of officials of organized labor, there are, in the United States, approximately 165 local unions, representing 6,000 Negro workmen, which are directly affiliated with the American Federation of Labor. These are largely employed in theatres which cater principally to Negro patronage. A glimpse of the contents of these 165 local unions is enlightening, and their geographical location shows that there is a deal of work to be done in the matter of organizing Negro labor. Transportation hands, of varied descriptions, porters, mechanic's helpers, station porters, platform men, and mail and baggage handlers, comprise the bulk of the 6,000 organized laborers. Winston-Salem, N. C., boasts of a hairdressers' union, in good and active standing with the A. F. of L.

The unions are located principally in Alabama, Arkansas, California, Florida, Georgia, Delaware, Kentucky, Louisiana, Maryland, Missouri, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, and West Virginia. In some cases, only seven members comprise the total membership in a local, while the coach cleaners of St. Louis, Mo., and the baggage handlers of Philadelphia, Pa., and Washington, D. C., with a total membership of 250, bear off the palms for numerical strength.

In the onward march of organized labor, the time is over-ripe for real live representation in the parent body. Where are the iron and steel workers, the automobile hands, the building and construction men, etc.? Is hair dressing more important, and are the artisans of real labor to play second fiddle to domestic workers and dispensers of "blues" melodies? We think this ought not to be. We advocate organization, regardless of color and regardless of the type of union. Let the A. F. L. open its doors and windows too, and let there be union, first, and petty personalities of prejudice and jealousy last, if at all. Where Negro

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Unions, Strikes, etc.,

ONLY 100,000 NEGRO WORKERS IN AMERICAN LABOR UNIONS OUT OF MANY MILLIONS IN INDUSTRIES

By ESTHER LOWELL, Federated Press.

NEW YORK, Feb. 9.—(FP)—Probably 100,000 Negro workers are in trade unions, estimates the National Urban League research director, reporting on his survey at the *Daily Worker* conference. He finds 65,492 Negro members in about half the locals of 48 American Federation of Labor national and international unions, in all local unions of Chicago, New York City, Detroit and Washington, D. C., in New Jersey, Delaware, Minnesota, Idaho, Connecticut, Maryland, Pennsylvania and Ohio, in the United Mine Workers in West Virginia and Pennsylvania, and in the three large independent Negro unions: Railway Men's Independent Benevolent Association, Dining Car Men's Association, and Brotherhood of Sleeping Car Porters. New York city has 14,500 Negro unionists; Chicago, 13,000 and Detroit 2,000.

The following eleven American Federation of Labor unions exclude Negro workers: Boilermakers, switchmen, railway telegraphers, railway carmen, railway mail association, railway clerks, commercial telegraphers, machinists, wire weavers, glint glass workers, and masters, mates and pilots. Blacksmiths permit Negro helpers' auxiliaries, but prevent promotion and do not admit Negro helpers in shops where white are now employed.

Unions without constitutional bars to Negroes but discouraging their membership are: Electrical workers altho there are 1,343 Negro electricians; sheet metal workers; plasterers, with less than 100 from 6,000 Negro plasterers; plumbers and steam fitters, altho 3,500 Negroes are in this trade. Chicago Negro plumbers have tried for six years to enter the union. Flint glass workers object to Negro members on the grounds that the glass-blowing pipe is passed from mouth to mouth and no one would use it after a Negro. Journeymen tailors have less than 100 Negro members, claiming few Negro tailors are sufficiently skilled.

Unions admitting but not encouraging Negro members are listed as: Carpenters, 592 of 34,217 Negro carpenters in the union; painters, 279 of 10,600 Negroes organized. Negro workers in these skilled crafts complain that when they join unions white workers are continually given preference in job assignments.

Unions admitting Negroes freely but in separate locals only: Musicians with 3,000 Negroes; hotel and restaurant workers with 1000 Negroes; journeymen barbers, laundry workers, tobacco workers, United Textile Workers, cooks and waiters, and American Federation of Teachers. Division in the latter is partly due to separate schools; in the barbers because of clientele; in the textile union because Negroes are in southern mills where mixed unions are difficult.

Most Negro unionists are in unions admitting Negroes freely to mixed or separate unions: Longshoremen, hod carriers and building laborers, tunnel workers. Geographical location largely determines whether locals are separate or mixed. Boot and shoe workers, federal employees, mail carriers, post office employees' unions follow the same policy.

United Mine Workers and the garment unions admit Negroes only in mixed locals. Independent Negro unions are the Railroad Men's Association, a union of railway workers barred from regular craft unions but willing to affiliate with American Federation of Labor when restrictions are removed, admitting them to full membership. Dining car men are not favorably disposed to join the American Federation of Labor and Pullman porters have not expressed their policy.

American Federation of Labor.

OPERATORS REFUSE UNION'S OVERTURES

Whites Would Admit Them
Under Unfair And Humili-
ating Terms

SENSE TRICK IN
OFFER OF LOCAL

All Operators And Relief
Men Vote Solidly For Re-
jection

Following a recent invitation from Local 181 of the moving picture operators, white, to discuss terms of consolidation, the Colored Operators Protective Association has refused to affiliate with the former body. Negotiations have been carried on for the past several years between the two bodies, but because of the unfair and humiliating entrance terms held out to the colored men they have refused to entertain the proffers seriously.

Admitting the advantages of being associated with the white body which is a part of the American Federation of Labor and the resultant increase in membership, the union scale would demand, this consideration, it is felt, would not counterbalance the discriminatory section of the terms of admission. The colored operators would not meet jointly with the white members, but would be a subsidiary branch with a curtailed voice in the deliberations of the whites.

Joker Found

Colored members would be expected to work in on other houses except those having patronage of their own race, but white operators would not be made to promise that they would not accept work in colored houses. There are other stipulations that are just as distasteful. It has been learned that the members of the Protective Association do not think that the white local is laying all of its cards on the table, and that the former members although working under much the union scale would be without positions even though members of the latter body.

Operators Employed

Ten members of the Colored Operators' Protective Association are regularly employed in the various houses in the city. There are about six other members who act as re-

lief men pending their securing regular positions. Members instruct young men and coach them for their examinations before the State Board. Members and the houses in which they are employed are: Regent, William Causby; Royal, Moxley Willis; New Lincoln number 1, John Pitts; George Woodlan, Lincoln number 2; George Douglass, Lafayette; Chester Seward, Star; Charles Voder, Dunbar; Miller, New Goldfield; Samuel Douglass, Roosevelt; Queen, Eddie Jackson. An almost unanimous vote at the last meeting defeated the proposal to merge with the white local under present conditions.

COMPANY UNIONS ORGANIZED IN MANY INDUSTRIES

Over Million Workers in
Boss Organizations

By ROBERT W. DUNN
(Federated Press)

Company unions or employer controlled shop committees, works councils and employe representation plans are among the most significant developments in American industry. Company union devices started shortly before the war, gained a long stride in the period of labor shortage and so-called reconstruction, subsided somewhat in 1921 and have fluctuated between 800 and 1,000 since. The number of workers involved totals well over a million.

The American Federation of Labor company-union-questionnaire to its 2,000 volunteer organizers brings replies indicating the scope of company unions take among regular trade unions. The few pages of organizers' reports in the January American Federationist show almost every state and industry included in the company union circle. Added to the general manufacturing and public utility companies, note particularly railroads reported afflicted: Southern Pacific, Denver & Rio Grande, Western Chicago Burlington & Quincy, Union Pacific, Rock Island, Achison, Topeka & Santa Fe, Pennsylvania, Great Northern, New York Central, Lehigh Valley, Delaware Lackawanna & Western, Kansas City Southern.

These are but samples, for a railroad labor board survey shows some 300 separate company vest-pocket as-

sociations now functioning on some 65 railroads. None are affiliated with either the American Federation of Labor or Big Four brotherhoods. Some are insignificant local bodies but others ramify whole railway systems, throwing across the country a network of committees, councils and lodges, sometimes modelled closely after regular rail unions.

Others are mere committees functioning from company headquarters and using the check-off arrangement for collecting dues. A letter to the operating department or personnel division of the railroad brings a reply enclosing copies of rule books and by-laws of associations, with assurance that the "arrangement is proving very satisfactory to both contracting parties." There is no attempt to disguise that both parties are run from the managements' front offices.

Practically every class and craft of railroad worker falls within the domain of company unionism, altho by far the greatest strength has been reached among shop crafts, clerical forces and maintenance of way men. Among the last mentioned we find company unions represented in 1924 on some 25 roads.

The extent of company unionism stands in inverse ratio to the power of the regular union.

A. F. of L. Council Asked To Aid Negro Workers With Unions

Washington, D. C.—The Executive Council of the American Federation of Labor was urged by T. Arnold Hill, director of Industrial Relations of the National Urban League, "to remove the color restrictions on organized labor."

Rienzi B. Lemus, president of the Brotherhood of Dining Car Employees, appeared with Mr. Hill and gave vigorous support to the proposition. Contending that Negro plumbers, machinists, boiler-makers and other craftsmen were "barred from employment because they were barred from unions," Mr. Hill denounced as "un-American, undemocratic, and un-economic" the policy of denying full rights to all wage-earners because of race or color.

The appointment of a colored executive as representative of the A. F. of L. to negotiate with the national and local bodies that refuse membership to Negroes was urged and the council promised to give the matter serious consideration.

Labor Federation Says It Welcomes Negro Members

Organizer Answers Charge of Urban League Speaker; Social Worker Tells of Race Prejudice in South

Hugh Frayne, general organizer of the American Federation of Labor, told the members of the National Urban League, who concluded their annual convention at the Russell Sage Foundation yesterday, that the federation "opens its doors to Negro workers all over the country."

The only prejudice likely to exclude Negroes from unions, he said, was shown by the officials of local unions.

Mr. Frayne's remarks were in answer to charges made by Negro speakers earlier in the session that thousands of Negro workers were converted into strike-breakers because they were unable to become unionized. The league is devoted to the social and economic advancement of Negroes.

"I admit that there is discrimination on the part of certain locals in some sections," said Mr. Frayne. "I believe this always will be true in some degree until the time comes when men will recognize that this great struggle to live is not a question of race, color, language or nationality. The federation's constitution makes no distinction against any race."

Jesse O. Thomas, Negro social worker, said that in some small Georgia towns a Negro cannot purchase a railroad ticket to New York, or other Northern cities, but must route himself circuitously by way of Memphis. The purpose, he said, was to keep Negroes in the South. He added that in some Southern states heavy taxes are imposed on Negroes who are moved by contractors from one state to another.

Chambers of Commerce, Thomas said, employ agents to discourage Negroes from coming North by saying they must be vaccinated. In Atlanta Negro barbers are forbidden to shave white men, while in Miami automobile agents refuse to sell Negroes new machines. White residents of Miami do not want Negroes to pronounce the name of the city as the whites do, but call it "Yoami," he added.

George W. Thompson, of Akron, Ohio, said race prejudice is increasing in the North. In the large Northern industrial centers, he said, Negroes fast are being required to live in zones set apart for them.

The conference came to a close at a dinner last night at the Fifth Avenue Restaurant, 200 Fifth Avenue, at which L. Hollingsworth Wood, presiding, read a letter from Governor Smith saying

that he was opposed to discrimination between the races and that in New York all had equal rights. Health Commissioner Harris said that while sanitary conditions in Harlem were bad, it was due to the environment and not the race. The Health Department, he said, would improve conditions.

Stamhus. Ga. Enquirer-Sun

FEB 6 1926

A. F. L. INVITES NEGROES, ASSERTS AN ORGANIZER

NEW YORK, Feb. 5.—(AP)—The American Federation of Labor "freely and openly" invites negroes to membership, said Hugh Frayne, a general organizer, in addressing the annual conference of the National Urban League today.

Refuting charges made yesterday before the league by other speakers that labor discriminates against the negro, Frayne declared that, according to its constitution, the federation makes no discrimination against the negro or any other race or creed.

He admitted that many local organizations are prejudiced against the negro, but said that attempts are made regularly by the federation to break down such prejudices. Frayne also said that negro workers were somewhat backward in their approach to unionized labor, and that they might benefit their condition materially by "selling themselves to the white man."

The south is using "fair means and foul" to get the negro labor back from the north, said Jesse O. Thomas, negro social worker, of Atlanta.

In some small towns of Georgia, a negro cannot purchase a railroad ticket to New York, Detroit, or other northern cities, but he is advised to buy a ticket for Memphis, he said.

He also declared that laws are enforced in several southern states imposing heavy taxes on negroes who are moved by contractors from state to another.

George W. Thomas, executive secretary for the association for negro community work at Akron, Ohio, said that the industrial opportunities which attracted the negro north ten years ago, have been dissipated by increasing racial discriminations.

A. F. OF L. HEAD SEES AND LAUDS SCHOOL FOR WAR

C.M.T.C. Makes Troops and Strikebreakers

By T. P. LEWIS.

FORT SHERIDAN, Ill., Aug. 26.—When President Green and other members of the executive council of the American Federation of Labor visited Plattsburg, N. Y., a week ago for a five-day stay at the invitation of the secretary of war, they saw a military camp in which hundreds of lads between 17 and 24 years old were being drilled in regular army style with regular equipment and under the command of regular army officers.

At least that is what the writer is seeing today and he is at the moment of writing looking out on a city of army tents exactly like that at Plattsburg Camp. The guns are the same, there is the same martial air about the environment, the same sharp commands ring out and there is the same tramping of hundreds of rooky feet shod for the first time in heavy army boots. It is bona fide training for war and no mistake. And all these things the leaders of the American Federation of Labor have praised in the highest terms. More than that, they have pledged themselves to aid the spread of these training grounds for cannon fodder and strikebreakers.

Like Lost War Days.

They are nothing less than that. It was strange indeed that President Green after being conducted on several tours of inspection at Plattsburg by Major General Summerall himself (he may succeed Gen. Hines as chief of staff of the army) overlooked this fact. Perhaps it was concealed or perhaps the brother was momentarily blind. But if Plattsburg is anything like Fort Sheridan, and there is no

reason to suspect otherwise, then Brother Green watched lads in training wit halmost as much intensity as he must have seen them in his own state at Chillecothe, O., training for the last war.

1,668 Boys.

There are 1,668 lads in training at Fort Sheridan. They are supposed to be over 17 years old. I saw dozens of boys with guns on their shoulders today who were certainly younger than that. I got the impression that the vast majority of the so-called "citizen soldiers" are not citizens, that is, they are not yet at the voting age. A few I was able to snatch a word with were high school students.

They are organized into companies. Their tents are laid out in streets, with a company to a street, just as in a regular army camp. Their equipment is identical with that of infantrymen. This was not only patent to look at them, but the bulletin board of every company contains a printed list of articles that each boy should possess. This includes everything from hat-band to cartridges.

Different Classes.

There are various classes. It depends on how many summers you have attended camp which company you are assigned to. And the amount of special military training you get also depends on this. There are four classes, Basic, Red, White and Blue, corresponding to consecutive years of the four-year course. As you get along in your training you get less and less "physical training" and lessons in "Citizenship and more military tactics" and drill. When you have finished your course you become a part of the reserve forces of the United States army.

This, by the way, renders you liable to call in emergencies. It is not infrequently that "emergencies" mean strikes. The same lads that I am watching today and that President Green and his colleagues saw at Plattsburg may, in the not far distant future be called on "in emergency" and commanded to fire on strikers organized in the American Federation of Labor.

Learning To Shoot.

And in four years' time with thirty days every summer of the kind of training they get they will be able to shoot with enough accuracy to decimate a picket line in short order. As I passed a tent today I overheard a conversation. Several lads were sitting on their bunks talking over the target practice they had this morning. One of them boasted, "I made a forty on the slow and a twenty-two on the rapid fire today, not bad, eh?" He was not more than sixteen years of age.

Here comes a squad. They are first year men. They march a little unsteadily and their guns are not comfortable on the shoulders. They approach a sentry. He presents arms. The "officer," a student perhaps in his second or third year, salutes and steps up to him with a clicking of heels. He gives the command in sharp tones. As the sentry falls into line another lad takes his place and the squad passes on with the "officer" feeling very important and the other lads trying to make themselves feel like real soldiers. And in time they will succeed. For the first year or so they play at being soldiers. When they finish the course they are disciplined troops.

A Dissenter.

Not that all the lads are taken in. For example, a half hour ago I stopped to chat with a "sentry." He was a slender kid who said he worked in a garage. It is hot today. "This is a — of a — of a job," he said. "Up and down, up and down. I want to go swimming." He rather hinted he might not come to the camp next year.

But most of the boys are not like that. And the fact is, the plans of the War Department call for enough sport and sufficient ease of discipline the first year to get as many as possible of them to come again. It is very easy to see the difference in routine and command between the "basic" recruits and the "red" or the "white."

The Army Game.

The bugle blows evening inspection. "First platoon out," cries a rooky non-com. His call is echoed down the "street" and the boys roll out of their bunks, grab their rifles and fall in. The company officer trues the lines, assisted by several rookies. He looks sharply at the rifles. It is getting the end of the thirty days and the supposed to have mastered the new cleaning the weapons. With their left hands they take the magazines out of the guns. The officer, a second lieutenant, passes down the back of the line and looks sharply into the bore of each gun—for dirt. The regular army game from start to finish.

I learn that for the past week the "soldiers" have been rehearsing for a rousing field day on next Saturday the principle feature of which will be a sham battle. Howitzers will roar trench mortars will spit fire, and the rat-a-tat of machine guns will sound in chorus with volleys from 1668 rifles in the hands of boys. There will be an "enemy," the post cavalry and artillery companies will co-operate and the regulars will show the rookies how. Airplanes will fly overhead to direct the artillery fire and silver sabered officers will plot the battle, and direct the lines as in Flanders.

Labor-1926

Unions, Strikes, etc.

COMMUNISTS BORING INTO NEGRO LABOR

Taking Advantage of the New
Moves Among Colored Workers
Here to Stir Unrest.

NOT MUCH PROGRESS YET

Ten Young Negroes Are Sent to
Moscow Under Soviet 'Scholar-
ships' to Study Bolshevism.

'NUCLEI' SOUGHT IN UNIONS

Labor Federation and Older Leaders
of the Race Seek Antidotes
in Real Labor Unions.

A negro in shabby working clothes entered a newspaper office in the colored belt of Harlem and enrolled as a member of the embryonic Brotherhood of Sleeping Car Porters. He paid \$5 initiation fee and agreed to pay \$1 a month dues to support an organization which has promised him higher wages, shorter hours and better working conditions.

In Chicago a young, well-dressed, college-bred negro sat under a photograph of Lenin in a South Side newspaper office, reading "Russia Today," preparing pamphlets urging negro workers to unite with white workers in preparation for the "international proletarian revolution."

These two scenes were observed within the past few days by a reporter for THE NEW YORK TIMES. They visualize two new movements in the labor world which have grown out of the post-war migration of hundreds of thousands of negro workmen from the South to the big industrial centers of the North and West.

First, there is a growing demand among negroes for organization coupled with an increasing tendency in the American Federation of Labor to let down the bars which white unions have raised against negroes.

Second, there is an apparent attempt by the Communists, working through

the Workers (Communist) Party of America and the newly formed American Negro Labor Congress, to influence the negro labor movement along radical lines and if possible to wrest control of it from the conservative organized labor movement in America.

This effort appears to be directed by the Communist Internationale in Moscow as part of its world-wide propaganda among backward and "oppressed" colored races. It bears the same "left wing" relationship to the negro labor movement as William Z. Foster's Trade Union Educational League bears to white labor in the United States.

Leaders Greatly Divided.

Negro leaders and the negro press throughout the country have been engaged for some weeks in a violent controversy regarding both movements. The National Association for Advancement of Colored People, which is one of the strongest negro groups, favors organization along conservative trade union lines. James Weldon Johnson and Dr. W. F. B. DuBois takes this stand. Dean Kelly Miller of Howard University, Washington, D. C., has come out against negro unionism, arguing that the best interests of negro workers would be served by standing with capital. (The breaking of several big strikes, notably the great steel strike in 1918, has been generally attributed to unorganized negro labor).

Many negro newspapers are attacking the present union movement on the ground that it is influenced by the American Federation of Labor, which they charge with gross discrimination against negroes. Only a small and comparatively unimportant group is urging negro labor to line up with Communism.

See Trouble in New Propaganda.

Conservative negro leaders and white labor leaders regard the Communist propaganda among the negroes as a potential source of trouble. Hugh Frayne, general organizer of the American Federation of Labor in New York, takes this view, and says that the Federation will fight radicalism among negro workers as strongly as it has in white labor unions. Dr. Du Bois, negro editor of The Crisis, thinks it is up to the white people of America to treat the negroes better in order to keep them out of the Communist ranks.

"The American Negro Labor Congress is a straw that shows which way the wind blows," says Dr. Du Bois. "The Russian Communists have gone out of their way to express sympathy with negro and colored workers all over the world. On the other hand, such movements in the United States as the Ku Klux Klan and the Nordic supremacy propaganda have created a situation which certainly will make some negroes say: 'The Communists offer us relief, and we ought to train with our friends.'"

"The Communist movement among American negroes has not made much progress yet, because the negro is very religious and is very conservative, except on the race problem, on which he is radical. But if colored people cannot get into white unions, if they cannot get decent places to

live in, and if they cannot live in America without being subjected to constant insult, they are likely to be driven into the hands of revolutionary movements. If the American people want to keep negro labor out of Communism, let them give it the same right as white labor to organize. If you kick them out of the trade unions, you kick them into Communism."

Ex-City College Boy's Work.

Lovett Fort-Whiteman, a young negro Communist, is the head of the American Negro Labor Congress. He was dismissed from City College in New York, he says, because he was "too radical." After writing for negro newspapers in New York and Chicago for several years, he went to Russia and spent eight months studying the Soviet Government and the Communist Internationale, particularly with respect to their treatment of "oppressed" races. On his return he organized the American Negro Labor

Congress with headquarters in Chicago and with "locals" in cities, including New York, which have large negro populations. William Green, President of the American Federation of Labor, and several negro leaders have charged that the Congress is financed directly by Moscow, but Fort-Whiteman denies this.

Fort-Whiteman admits that he is a Communist and a member of the Workers (Communist) Party of America, and that he and other Communists control the policies of the American Negro Labor Congress. He also admits that since his return from Russia he has sent ten young negro students to Moscow for Soviet scholarships to study in a Soviet university in preparation for careers in the Communist "diplomatic service." They will work for the Communist movement among backward colored races in various parts of the world, and will return to the United States for work among their own people "if they are needed here," he says.

Plans of the Communists.

About forty delegates, representing negro labor and farm organizations with a membership given as 18,000 attended what was announced as the first annual convention of the American Negro Labor Congress last October in Chicago. Public meetings drew audiences of about 500 whites and negroes. The gatherings took place under a picture of a negro laborer and a negro farmer clasping hands beneath the Communist symbol, crossed hammer and sickle.

Fort-Whiteman admits that his Communist "bloc" dominated the Congress in October and will continue to do so. The Congress, in its Constitution and resolutions, adopted a program consisting of Communist doctrine superimposed upon the negro's desire for racial equality. It hailed "the workers' and farmers' Government of Soviet Russia as the first to bring into being the full social, political and economic equality of all peoples, white and dark skinned." It denounced the present system of society in the United States as responsible for all the discriminations against the negro, and attacked the American Federation of Labor, whose anti-Communist position is well-

American Negro Labor Congress.

known. It asserted that no negro owed "any respect or obedience" to any court which discriminated against him, and that a Government which discriminated against the negro had no right to conscript him for war. It called for "a solid front of the workers of both races against American capitalism." It declared for an international race conference to fight white imperialism among colored races in America, Africa and Asia.

Also, it demanded full social equality for the negro in America, with the abolition of laws forbidding the intermarriage of blacks and whites, the removal of barriers which force negroes to live in segregated districts in certain large cities, the repeal of all Jim Crow laws, and the admittance of negroes on equal terms with whites to all theatres, restaurants, hotels, railroad waiting rooms and other public places.

"Proletarian Revolution" Predicted.

The Daily Worker of Chicago, organ of the American Communists, and the Trade Union Educational League welcomed the American Negro Labor Congress enthusiastically. The Daily Worker, which boasts that the American Communists are "a real Bolshevik section of the Communist Internationale, capable of leading the American working class to the victory of a proletarian revolution," said that the congress would enable the negroes "to play an effective part in the world mobilization of the oppressed colonial peoples against capitalism."

Fort-Whiteman publishes a monthly paper called The Negro Champion, an official organ of the American Negro Labor Congress. The first page of the January issue carries a large cartoon showing a burly, well-trained negro prize fighter, wearing a belt marked "Africa," dealing a knockout blow to the solar plexus of a paunchy, undersized white opponent, labeled "World Imperialism," with cheering black, yellow and white figures at the ringside representing India, China, Russia and "World Proletariat."

Because the average negro is normally little interested in radical political and economic theories, conservative white labor leaders and negro leaders see small immediate danger in the Communist agitation at present. They foresee, however, the possibility that the Communists will try to do the same thing in the negro unions that they have tried to do with white labor—that is, to establish small "Red" nuclei which will seek to "bore from within" to disrupt the unions with revolutionary propaganda. In the event of industrial depression and labor unrest, it is pointed out, serious trouble might ensue.

Labor Federation in Disfavor.

The situation is complicated by a widespread belief among negroes that the American Federation of Labor has discriminated against them in the past and will do so in the future. Of the 115 international unions in the Federation only three—the machinists, plumbers and electrical workers—bar the negro from membership. But negroes assert that even when allowed to join a union they are discriminated against

by white officials and members. If the negroes' prejudice against the Federation continues, it is pointed out, they may form independent unions which, under certain circumstances, might prove more fertile fields for Communist propaganda than unions affiliated with the American Federation of Labor.

Pullman Porters the Target.

Within recent months the federation has shown a greatly increased interest in negro labor. It is actively supporting a new organization called the Trade Union Committee for Organizing Negro Workers, the purpose of which is to organize all the negro labor in New York City and to prevent the use of unorganized negroes to break strikes.

The federation is also supporting the new Brotherhood of Sleeping Car Porters, now being organized by A. Phillip Randolph, a young negro Socialist who is editor of The Messenger, a negro monthly published in New York. He says that he has organized nearly 51 per cent. of the 12,000 porters employed by the Pullman Company. Under the rules of the Railroad Labor Board, a union composed of 51 per cent. of the employees is entitled to represent them before the board.

The porters' union demands that a porter's minimum wage on beginning work be increased from \$67.50 to \$155 a month, and that basis for the

monthly wage be reduced from 11,000 miles (nearly 400 hours) to 240 hours' work. The chief grievance with respect to working conditions is that the porters are not paid extra when their trains are late, and are not paid for "preparatory time," the four hours before each trip they spend about ten times a month getting their cars ready for occupancy.

Against Old-Fashioned Negroes.

A porter's pay is greatly increased by tips, but the organizers say the union would be willing to do away with tips if the company paid "a living wage." The organizers are trying to eliminate what they call "slave psychology" among the porters. They say the service contains too many "Uncle Toms" and "Handkerchief Heads," meaning old-fashioned negroes who do not want to improve their positions.

The Pullman Company has been opposing the union on the ground that its plan of employees' representation fully protects the interests of the porters, and that most of the employees are satisfied with it. It points out that the porter's pay increases to a maximum of \$125, that the average is \$77 and that because of the tip system porters usually refuse better paid jobs in the Pullman Company's offices.

Conceding that the porters have a legitimate grievance in lack of pay for preparatory time and delayed arrival time, the company says it tried to remedy this situation at a conference with the men in 1924, when it suggested that this time be credited to porters at the rate of thirty miles an hour against the 11,000-mile monthly wage basis. According to the company, the men rejected the plan because it would have meant less money for porters on the fast trains, and

asked for and received wage increases equal to the amount the change in working conditions would have cost.

Convention to Settle Matters.

The company issued a call last month for a conference with the porters, which will be held soon in Chicago to discuss wages, hours, working conditions and grievances. According to the company, union organizers tried to persuade the men not to vote, but at least 80 per cent. and probably 90 per cent. voted for delegates. The company believes that the conference will be followed by the collapse of the union movement.

CHICAGO STOCKYARDS WORKERS EAGER TO READ DAILY WORKER MESSAGE; VOLUNTEERS NEEDED

By A Worker Correspondent.

Two thousand copies of The DAILY WORKER containing special articles on conditions in the meat packing houses were distributed at the gates of the Chicago "yards" yesterday morning inside of half an hour. As the workers passed thru the gate a copy of The DAILY WORKER was handed to them by workers who had volunteered to be on hand at that early hour to distribute The DAILY WORKER. You better get out giving them away.

Must Start Work Early.

Most of the workers in the "yards" enter the gates between 5:30 and 6:30 o'clock in the morning. They start to work at 7. But as they must go to the filthy locker rooms and dress for the floor and then sharpen their knives and cleavers they must get into the "yards" an hour or two before "starting" time. All of the sharpening of the tools and preparation for work must be done on their own time.

As the workers entered the gates and were handed The DAILY WORKER they wanted to know "what it was all about." When told that The DAILY WORKER, their paper, was carrying on a special drive in the packing houses of the nation, showing up the speed-up systems and other conditions in the meat packing plants, they would all say, "That's the stuff. We need more such papers that ain't afraid of these big guys that own the works here."

Most of the workers entering the yards were Negroes and they were all eager to get a copy of The DAILY WORKER. At one of the entrance The DAILY WORKER distributor was told by one of the company hirelings, "You can't distribute that stuff here. Get the hell away from here."

When this hireling saw that he could not scare the distributor with his display of "authority" he then argued, "These guys won't read it. All they'll do is throw it away and clutter up the yards with that damned paper."

AMERICAN NEGRO LABOR CONGRESS GREET'S DAILY WORKER PACKING HOUSE DRIVE; PLEDGES FULL CO-OPERATION

The DAILY WORKER campaign in the interests of better working conditions in the "yards" is meeting with hearty approval on all sides. The American Negro Labor Congress, organized by the progressive and forward-looking Negro workers of America, sent the following greeting to The DAILY WORKER on its campaign, decrying the attempt of the packing house interests to drive a wedge between the Negro and white workers in the "yards" and to pit one against the other:

Realize Importance.

"DAILY WORKER,
Greetings:

"The American Negro Labor Congress is adopting this method of acknowledging the value and importance of your present campaign in the Union Stock Yards for better pay and better working conditions for the workers there.

"While, what you are doing is for the benefit of the working class in general (as it should be), we of the American Negro Labor Congress know that it is at this time of special benefit and help to the Negro workers employed in the meat packing industry. It is a fact, widely known and well understood, that the Negro workers, of all the workers who are under the iron heel of oppression in the meat packing industry as the most oppressed.

Packers Stir Prejudices.

"We are alive to the fact that there is a deliberate and persistent attempt on the part of the packers to drive a wedge between colored and white employees that there might always remain a means at hand to keep these two groups of workers antagonized.

Pledge Co-operation.

"Knowing the importance of the stock yards as an industrial and employing center we consider your present campaign to be of major importance toward the shaping of a definite work among the workers themselves for organization that will be permanent in its nature and activity. Wishing you all the success in the world, we stand ready as a workers' organization to co-operate with you in any manner possible.

"Yours for the cause of labor,

"The American Negro Labor Congress,

"3456 S. Indiana Ave., Room No. 7

"Signed: Lovett Fort-Whiteman
National Organizer."

BOLSHEVISM AND THE NEGRO.

Commenting on the meeting of the American Negro Labor Congress at Chicago, which was financed and directed from Moscow and was part of an attempt to Bolshevize the American negro, the Independent declares there is little likelihood that a communistic movement will attain success among the negroes in this country because any general attack upon private property would strike the American negro heavily. He would lose proportionately as much property as the American white man. In support of this statement the Independent quotes the following facts given by Dr. Robert R. Moten, principal of Tuskegee Training School: American negroes own real estate valued at \$1,800,000,000; assets of their insurance companies have been increased within 10 years from \$3,000,000 to \$7,500,000; face value of policies in force has increased from \$50,000,000 to \$250,000,000; 73 banks conducted by negroes for negroes and owned by negroes have a combined capitalization of \$6,250,000 and their clearings have increased from \$35,000,000 to about \$100,000,000; there are 60 negro fraternal organizations in the United States with 1,500,000 members and these organizations own buildings and other property worth \$6,000,000.

It is true that the negro is prospering, that he is becoming more provident and less gullible every year and that he is taking advantage of the educational facilities offered to him. But it is unfair to the negro to think that his only reason or his

chief reason for rejecting communism and Bolshevism is that he would lose property if he accepted these revo-

lutionary and impossible theories. There is no more patriotic citizen in this country than the negro. This was shown by the manner in which he rejected overtures from German agents after it became certain that America would enter the World war. Not one negro, so far as known, wavered in his loyalty to the United States.

It is to be expected that the educational advancement of the negro will bring some mental smart alecks among them but perhaps a smaller percentage than education brings among white youths. A negro "intellectual," who hyphenates his name, was the leader in the American Negro Labor Congress's meeting at Chicago. But this red black is not taken seriously by the negroes.

The Department of Justice has known for several months, according to the Independent, that there are more than 100 paid Communist workers in the United States and that they are very active. These workers are wasting time in spouting Bolshevism to the negro.

Labor - 1926

Unions, Strikes, etc.,

NEW YORK CITY TIMES
JANUARY 17, 1926

COMMUNISTS BORING INTO NEGRO LABOR

Taking Advantage of the New
Moves Among Colored Workers
Here to Stir Unrest.

NOT MUCH PROGRESS YET

Ten Young Negroes Are Sent to
Moscow Under Soviet 'Scholar-
ships' to Study Bolshevism.

'NUCLEI' SOUGHT IN UNIONS

Labor Federation and Older Leaders
of the Race Seek Antidotes
In Real Labor Unions.

A negro in shabby working clothes entered a newspaper office in the colored belt of Harlem and enrolled as a member of the embryonic Brotherhood of Sleeping Car Porters. He paid \$5 initiation fee and agreed to pay \$1 a month dues to support an organization which has promised him higher wages, shorter hours and better working conditions.

In Chicago a young, well-dressed, college-bred negro sat under a photograph of Lenin in a South Side newspaper office, reading "Russia Today," preparing pamphlets urging negro workers to unite with white workers in preparation for the "international proletarian revolution."

These two scenes were observed within the past few days by a reporter for THE NEW YORK TIMES. They visualize two new movements in the labor world which have grown out of the post-war migration of hundreds of thousands of negro workmen from the South to the big industrial centres of the North and West.

First, there is a growing demand among negroes for organization coupled with an increasing tendency in the American Federation of Labor

to let down the bars which white unions have raised against negroes.

Second, there is an apparent attempt by the Communists, working through the Workers (Communist) Party of America and the newly formed American Negro Labor Congress, to influence the negro labor movement along radical lines and if possible to wrest control of it from the conservative organized labor movement in America.

This effort appears to be directed by the Communist Internationale in Moscow as part of its world-wide propaganda among backward and "oppressed" colored races. It bears the same "left wing" relationship to the negro labor movement as William Z. Foster's Trade Union Educational League bears to white labor in the United States.

Leaders Greatly Divided.

Negro leaders and the negro press throughout the country have been engaged for some weeks in a violent controversy regarding both movements. The National Association for Advancement of Colored People, which is one of the strongest negro groups, favors organization along conservative trade union lines. James Weldon Johnson and Dr. W. F. B. DuBois takes this stand. Dean Kelly Miller of Howard University, Washington, D. C., has come out against negro unionism, arguing that the best interests of negro workers would be served by standing with capital. (The breaking of several big strikes, notably the great steel strike in 1918, has been generally attributed to unorganized negro labor).

Many negro newspapers are attacking the present union movement on the ground that it is influenced by the American Federation of Labor, which they charge with gross discrimination against negroes. Only a small and comparatively unimportant group is urging negro labor to line up with Communism.

See Trouble in New Propaganda.

Conservative negro leaders and white labor leaders regard the Communist propaganda among the negroes as a potential source of trouble. Hugh Frayne, general organizer of the American Federation of Labor in New York, takes this view, and says that the Federation will fight radicalism among negro workers as strongly as it has in white labor unions. Dr. Du Bois, negro editor of The Crisis, thinks it is up to the white people of America to treat the negroes better in order to keep them out of the Communist ranks.

"The American Negro Labor Congress is a straw that shows which way the wind blows," says Dr. Du Bois. "The Russian Communists have gone out of their way to express sympathy with negro and colored workers all over the world. On the other hand, such movements in the United States as the Ku Klux Klan and the Nordic supremacy propaganda have created a situation which certainly will make some negroes say: 'The Communists offer us relief, and we ought to train with our friends.'"

"The Communist movement among American negroes has not made much progress yet, because the negro is

very religious and is very conservative, except on the race problem, on which he is radical. But if colored people cannot get into white unions, if they cannot get decent places to live in, and if they cannot live in America without being subjected to constant insult, they are likely to be driven into the hands of revolutionary movements. If the American people want to keep negro labor out of Communism, let them give it the same right as white labor to organize. If you kick them out of the trade unions, you kick them into Communism."

Ex-City College Boy's Work.

Lovett Fort-Whiteman, a young negro Communist, is the head of the American Negro Labor Congress. He was dismissed from City College in New York, he says, because he was "too radical." After writing for negro newspapers in New York and Chicago for several years, he went to Russia and spent eight months studying the Soviet Government and the Communist Internationale, particularly with respect to their treatment of "oppressed" races. On his return he organized the American Negro Labor Congress with headquarters in Chicago and with "locals" in cities, including New York, which have large negro populations. William Green, President of the American Federation of Labor, and several negro leaders have charged that the Congress is financed directly by Moscow, but Fort-Whiteman denies this.

Fort-Whiteman admits that he is a Communist and a member of the Workers (Communist) Party of America, and that he and other Communists control the policies of the American Negro Labor Congress. He also admits that since his return from Russia he has sent ten young negro students to Moscow with Soviet "scholarships" to study in a Soviet university in preparation for careers in the Communist "diplomatic service." They will work for the Communist movement among backward colored races in various parts of the world, and will return to the United States for work among their own people "if they are needed here," he says.

Plans of the Communists.

About forty delegates, representing negro labor and farm organizations with a membership given as 18,000 attended what was announced as the first annual convention of the American Negro Labor Congress last October in Chicago. Public meetings drew audiences of about 500 whites and negroes. The gatherings took place under a picture of a negro laborer and a negro farmer clasping hands beneath the Communist symbol, crossed hammer and sickle.

Fort-Whiteman admits that his Communist "bloc" dominated the Congress in October and will continue to do so. The Congress, in its Constitution and resolutions, adopted a program consisting of Communist doctrine superimposed upon the negro's desire for racial equality. It hailed "the workers' and farmers' Government of Soviet Russia as the first to bring into being the full social, political and economic equality of all peoples, white and dark skinned." It denounced the present system of society in the United States as responsible for all the discrimina-

tions against the negro, and attacked the American Federation of Labor, whose anti-Communist position is well-known. It asserted that no negro owed "any respect or obedience" to any court which discriminated against him, and that a Government which discriminated against the negro had no right to conscript him for war. It called for "a solid front of the workers of both races against American capitalism." It declared for an international race conference to fight white imperialism among colored races in America, Africa and Asia.

Also, it demanded full social equality for the negro in America, with the abolition of laws forbidding the intermarriage of blacks and whites, the removal of barriers which force negroes to live in segregated districts in certain large cities, the repeal of all Jim Crow laws, and the admittance of negroes on equal terms with whites to all theatres, restaurants, hotels, railroad waiting rooms and other public places.

"Proletarian Revolution" Predicted.

The Daily Worker of Chicago, organ of the American Communists, and the

Trade Union Educational League welcomed the American Negro Labor Congress enthusiastically. The Daily Worker, which boasts that the American Communists are "a real Bolshevik section of the Communist International, capable of leading the American working class to the victory of a proletarian revolution," said that the congress would enable the negroes "to play an effective part in the world mobilization of the oppressed colonial peoples against capitalism."

Fort-Whiteman publishes a monthly paper called The Negro Champion, an official organ of the American Negro Labor Congress. The first page of the January issue carries a large cartoon showing a burly, well-trained negro prize fighter, wearing a belt marked "Africa," dealing a knockout blow to the solar plexus of a paunchy, undersized white opponent, labeled "World Imperialism," with cheering black, yellow and white figures at the ringside representing India, China, Russia and "World Proletariat."

Because the average negro is normally little interested in radical political and economic theories, conservative white labor leaders and negro leaders see small immediate danger in the Communist agitation at present. They foresee, however, the possibility that the Communists will try to do the same thing in the negro unions that they have tried to do with white labor—that is, to establish small "Red" nuclei which will seek to "bore from within" to disrupt the unions with revolutionary propaganda. In the event of industrial depression and labor unrest, it is pointed out, serious trouble might ensue.

Labor Federation in Disfavor.

The situation is complicated by a widespread belief among negroes that the American Federation of Labor has discriminated against them in the past and will do so in the future. Of the 115 international unions in the Federation only three—the machinists, plumbers and electrical workers—bar the

negro from membership. But negroes assert that even when allowed to join a union they are discriminated against by white officials and members. If the negroes' prejudice against the Federation continues, it is pointed out, they may form independent unions which, under certain circumstances, might prove more fertile fields for Communist propaganda than unions affiliated with the American Federation of Labor.

Pullman Porters the Target.

Within recent months the federation has shown a greatly increased interest in negro labor. It is actively supporting a new organization called the Trade Union Committee for Organizing Negro Workers, the purpose of which is to organize all the negro labor in New York City and to prevent the use of unorganized negroes to break strikes.

The federation is also supporting the new Brotherhood of Sleeping Car Porters, now being organized by A. Phillip Randolph, a young negro Socialist who is editor of The Messenger, a negro monthly published in New York. He says that he has organized nearly 51 per cent. of the 12,000 porters employed by the Pullman Company. Under the rules of the Railroad Labor Board, a union composed of 51 per cent. of the employees is entitled to represent them before the board.

The porters' union demands that a porter's minimum wage on beginning work be increased from \$67.50 to \$155 a month, and that basis for the miles (nearly 400 hour work. The chief grievance in respect to working conditions at the porters are not paid extra for their trains are late, and are not paid for "preparatory time," the four hours before each trip they spend about ten times a month getting their cars ready for occupancy.

Against Old-Fashioned Negroes.

A porter's pay is greatly increased by tips, but the organizers say the union would be willing to do away with tips if the company paid "a living wage." The organizers are trying to eliminate what they call "slave psychology" among the porters. They say the service contains too many "Uncle Toms" and "Handkerchief Heads," meaning old-fashioned negroes who do not want to improve their positions.

The Pullman Company has been opposing the union on the ground that its plan of employees' representation fully protects the interests of the porters, and that most of the employees are satisfied with it. It points out that the porter's pay increases to a maximum of \$125, that the average is \$77 and that because of the tip system porters usually refuse better paid jobs in the Pullman Company's offices.

Conceding that the porters have a legitimate grievance in lack of pay for preparatory time and delayed arrival time, the company says it tried to remedy this situation at a conference with the men in 1924, when it suggested that this time be credited to porters at the rate of thirty miles an hour against the 11,000-mile monthly wage basis. According to the company, the men rejected the plan because it would have meant less money for porters on the fast trains, and

asked for and received wage increases equal to the amount the change in working conditions would have cost.

Convention to Settle Matters.

The company issued a call last month for a conference with the porters, which will be held soon in Chicago to discuss wages, hours, working conditions and grievances. According to the company, union organizers tried to persuade the men not to vote, but at least 80 per cent. and probably 90 per cent. voted for delegates. The company believes that the conference will be followed by the collapse of the union movement.

TOLEDO NEGRO WORKERS HEAR FORT-WHITEMAN

Many Join A. N. L. C. to Fight Race Bars

TOLEDO, Ohio, Feb. 14.—Lovett Fort-Whiteman, labor organizer, spoke in the Banquet hall of the Labor Temple to a well attended meeting of Negro and white workers. For two hours he dwelt on many important phases of the Negro question and outlined the plan of the American Negro Labor Congress and clearly showed the need of the labor Congress, pointing out that the Negro is allowed to remain unorganized, it will be a tremendous detriment to all organized labor.

Whiteman showed the cause of race-riots, lynchings, etc. and held the press of this country, which is controlled by the capitalist class largely responsible for the prejudice existing today.

Soviets Abolish Race Issue.

He explained the race question in Russia before the revolution of that country, where forty-three languages are spoken and showed that since that vast country has been under the rule of the workers, these problems have faded away.

Whiteman explained the legal and political handicaps of the Negro in this country and the economic cause of their presence in large numbers on this continent. He touched upon many of the state laws which foster race discrimination.

The speaker pointed out that gatherings such as this would do more good for the breaking of race-prejudice, race-riots and lynchings than any other thing.

Negro Workers Organize.

Many Negro workers subscribed to the Negro Champion and joined the American Negro Labor Congress.

NEW YORK CITY WORLD
FEBRUARY 5, 1926

NEGRO PROBLEMS WITH UNIONS AIRED

National Urban League Told

How Higher Pay Lures

Men to Factories

NO COLOR LINE IN "BIG SIX"

Police Commissioner McLaughlin on Night Session Program

The lure of higher wages is causing many white collar men to give up office work to become factory hands.

That was the observation made yesterday by George B. Fout, an official of the Youngstown Steel and Tube Company, in addressing social workers attending the second day's session of the National Urban League's fifteenth annual meeting at the Young Women's Christian Association, No. 179 West 137th Street.

The desertion of offices for factories has been going on five or six years, Mr. Fout said, and he urged that workers in mills be taught the value and importance of their position. The Youngstown Sheet and Tube Company employs 20,000 men, of whom 3,000 are Negroes.

Union Experience Told

"Experience of Negroes With Labor Unions" was the topic of discussion at the morning session. Miss Nelle Swartz, Director of the Bureau of Women Industry, presided. A report of a study of the subject was made by Charles S. Johnson, Director of the Department of Research and Investigation of the league.

Ira De A. Reid, Industrial Secretary

of the New York branch, said that although organized labor expresses a willingness to accept Negroes in its ranks, it is generally inactive in putting such friendly declarations into effect. He said Negroes are permitted to join in the Plasterers' Union in New York, but in Pittsburgh they are not even allowed to organize a local of their own.

A. J. Portner, forty years a union man and a member of the International Typographical Union, spoke for James Brady, Director of Industrial Relations of the New York State Department of Labor, who was unable to be present. Of the 10,000 holding membership cards in "Big Six," between forty and fifty are Negroes, he reported. No color line is drawn.

Afternoon Session

The afternoon session was held in the Russell Sage Foundation Building, 22d Street and Lexington Avenue. Dr. James E. Gregg, Principal of Hampton Institute, presided. "Training for Industrial Opportunities" was the subject discussed.

Dr. John Davis, Principal of the West Virginia Institute, Charleston, complained that Negroes nowadays are advised not to go to industrial schools to study trades and industry, as it is regarded as a sort of a stigma. For Negro professional men to think they can continue to wear white collars and at the same time hurl epithets at those engaged in trades is a mistake, he said.

Others speakers were T. Arnold Hill, director of the department of Industrial Relations of the League; Dr. F. D. Bluford, Greensboro, N. C., and Dr. George E. Haynes.

Negroes of Harlem were urged to begin their own campaign against "playing numbers," the modern version of the old policy game, by Police Commissioner McLaughlin, who addressed the night session of the league in Holy Trinity Church, Montague and Clinton Streets, Brooklyn.

The Commissioner commended the Negroes of New York for their general good citizenship, and said there were only two things he found fault with in their lives. One, he said, was the "number playing" in Harlem, first introduced by the whites years ago as "policy," and second, the Harlem cabarets where white people went on "slumming parties."

Commissioner McLaughlin said he had never attended a cabaret in his life.

LOS ANGELES CALIF. TIMES
FEBRUARY 21, 1926

NEGRO REMAINS LABOR ENIGMA

Effort to Unionize Porters Emphasizes Problem

A.F. of L. Finds Colored Man Real Troublesome

Moscow Makes Efforts to Turn Blacks Red

Recent efforts to unionize the Pullman porters on sleeping cars has served sharply to emphasize the fact that the problem of colored labor is one of which few persons have any knowledge. While the census figures show there are from 10,000,000 to 12,000,000 colored citizens of the United States, as a matter of fact, there are 2,000,000 more, the hidden millions being on the "white" side of the color line; men and women who have so much white blood in them that when the census taker comes around he accepts them as Caucasian and they do not deny it.

These individuals are working, particularly in large cities such as New York and Chicago, side by side with white employees, but at night they go home to the black belt. They are achieving what their race has longed for—race equality, even though they achieve it by subterfuge.

BECOMES GREATER FACTOR

Colored labor has become, increasingly, a great factor in the industrial world. Colored labor has broken most of the large strikes of recent years; therein it has become a peril to the American Federation of Labor. The A. F. of L. has made in times past many sporadic efforts to organize colored workers. The officials of the A. F. of L. have preached unionism to the colored worker, but while these officials have urged the benefits of unionism on the colored worker, they have been singularly inept in inducing the white laborer to work side by side with a colored man.

The colored workers, who have listened to this siren song and have been led to the top of the mountain of unionism from which they were promised a view of the promised land, found an ice slide on the other side of the mountain. The new union enthusiasts generally celebrated by calling a strike, and in every case, when the strike was over, they found their jobs filled by white men. So the

efforts of the American Federation of Labor to conduct a successful campaign among colored workers have not, generously met with much success, because no matter what the colored man's limitations may be, he has a very retentive memory in matters of this kind.

The American Federation of Labor officials, of course, tell the colored man that the only hope for him is in the union, but as every union is autonomous, it can say who may join the union and the general federation officials have no power whatever in this direction. So the federation is faced by a dilemma with two horns: Whether it is better to have the colored

man on the outside as a strike-breaking menace, or to have him inside as a hell-raising family nuisance.

Sam Gompers, in the last few years of his life, raised a bitter vocal warfare, first, against Socialism, and, later, against Communism. President Green, his successor, at the annual convention of the federation at Atlantic City last summer made a bitter attack on the "Reds." It is a fact that today, Communism among the whites in the United States is at a somewhat low ebb. The soviet authorities realized this some time ago and decided to try their luck with the negro race in the United States. Active propaganda started through some of the white soviet leaders in this country.

This was no new departure for Moscow. Students of world politics know of the interest taken by Moscow in all the uprisings of the colored races all over the world. They were very active in China during the student's revolt; they sent emissaries to Morocco last year offering to furnish any aid they could to Abd-el-Krim. They took an active part in the Syrian revolt against the French and at the present time have their organizers in South Africa working on the Kaffirs. In other words, it is their world policy to show an interest in any revolting nationality and particularly in the colored races who are engaged in revolutions, political, actual or social.

So when the soviet plan of campaign was turned down by white labor in America, they began to cultivate the negro, who since the war has made tremendous progress in mechanical craftsmanship. Since the war, too, the negro has become at least 100 per cent more vocal for race equality. The race newspapers have grown in number, circulation and influence, and many of the newer and more virile of these publications are edited by young colored men who have had college education. The colored colleges and universities have turned out hundreds of students saturated with what they call the "new race thought." While none of these papers is avowedly Communist, many of them have a pink tinge.

The first attempt to organize a block of colored workers was started

utterances in this magazine were of such character that he was exceedingly fortunate to escape serious trouble with the government authorities.

ed last August, when a negro which he publishes in New York. named A. Philip Randolph of New Randolph is a Socialist, and, until recently, his magazine was supported by contributions from the Pullman porters. He used for this campaign a radical Socialist labor union of the war, his magazine called "The Messenger."

Labor-1926

Unions, Strikes, etc.,

MINNEAPOLIS, MINN. 10

JANUARY 31, 1926

Giving the Negro His Due.

Efforts of Lovett Fort-Whiteman to persuade the American Negro to the cause of Communism have not been eminently successful. The issues created by the American Negro labor congress in October still echo in the Negro press and there is evidence of some dissension among Negro leaders, but the anticipated wholesale desertion of black labor to the ranks of Bolshevism has not materialized. If the agitation has proved anything, it has proved that the Negro is no more susceptible to the allurements of Communism than is his countryman of another color.

There is no denying that a split exists in the ranks of Negro labor. A small minority, led by Fort-Whiteman, is campaigning actively for an alignment with the forces of Sovietism; this group, raising the cry of oppression and race prejudice, is intent on capitalizing whatever discontent exists among the Negroes and turning it to account through the accepted channels of extreme radicalism. Fort-Whiteman has spent several months in Russia absorbing the doctrines of the Soviet government and the Communist Internationale. He has been instrumental in providing Soviet scholarships for Negro students in Russian universities to be prepared for the Communist "diplomatic service." He is editor of the Negro Champion, the official organ of the American Negro Labor congress, a body openly committed to Communism. The group he represents is small, yet like other radical groups in this country, it has a way of magnifying its importance by a brass-lunged impudence more amusing than dangerous.

Opposed to the Fort-Whiteman clique, apparently unswerved by glib-tongued propagandists, stands the great body of Negroes. Like Fort-Whiteman, they admit the desirability of organizing Negro labor. Unlike Fort-Whiteman, they lean towards conservative trade unionism, and point with optimism to the growing inclination of the American Federation of Labor to abandon its prejudices of long standing against the colored worker. The National Association for the Advancement of Colored People, an influential Negro organization, and such spokesmen as James Weldon Johnson and Dr. W. F. B. DuBois are working to effect organization along conservative lines.

There has been an unfortunate tendency to dismiss the Communist movement among

Negroes with the statement that the black man is inherently conservative, that he is essentially long-suffering and slow to wrath, and that a certain mental inertia forbids his acceptance of new ideas, regardless of merit. To the white laborer who spurns the bombast of a W. Z. Foster we attribute infinite perspicacity and soundness of ideals; to the Negro we have been inclined to attribute nothing more praiseworthy than an unreasoning race conservatism. As a matter of fact, the Negro rejects Communism, just as the white man rejects Communism, because he recognizes that his best interests do not lie in the direction of political insanity. The Negro of a half century ago, illiterate and propertyless, might have been easy prey for a Fort-Whiteman; the Negro of today is not so readily duped. Negroes of the United States own real estate valued at \$1,800,000. Negro insurance companies have assets estimated at \$7,500,000. The clearings of Negro banks approximate \$100,000,000. If the Negro ultimately rejects Communism, as he most assuredly will, it is apparent that something more creditable than mere racial lethargy will have actuated him in his decision.

Perhaps the strongest barrier to Negro acceptance of Sovietism lies in the goal of racial equality which he has set for himself. That a breach exists between white and black he admits. That his race is subjected to certain grave injustices in this country he also admits. Yet he is wise enough to perceive that a narrowing of the breach, that a remedying of such injustices, can never be accomplished by radical divergence from ideals and standards which are essentially American. He knows that strict adherence to these ideals and standards, that co-operation and intelligent effort alone will speed the progress towards his goal and that racial equality can only be gained in proportion as the Negro rises in the plane of culture and intellectual attainment.

A Roland Hayes, winning the admiration and respect of thousands from the concert platform, does more to advance the cause

of the Negro in America than a thousand Fort-Whitemans. If the Negro must look to a crusader to lead him to a greater freedom, he can wisely look to the crusader who echoes the high purpose of a Hayes: "I shall help my people to use what has been given them, that I shall have my share in rediscovering the qualities we have almost let slip away from us and that we shall make our special contribution—only a humble one perhaps, but our very own—to human experience."

American Negro Labor Congress.

The Fort-Whitemans are not concerned with "rediscovering qualities." They are busy lending themselves to a propaganda which creates prejudice and hate, which fires racial antipathies, which feeds on ignorance and fear. They are lending themselves to a propaganda which has no place in the scheme of Negro life or progress. That the Negro recognizes this is everlastingly to his credit. To attribute his rejection of Communist overtures to "inherent racial conservatism" or the less pardonable "mental inertia" is at best an injustice. The sooner an intelligent loyalty is discerned as a guiding force in his decisions, the sooner will Communism and its shouters pass from the scene of its newest intrigues. Where credit is due the Negro, let us be careful that it is given without stint.

NEGRO LABOR CONGRESS BARRED FROM PARADE

BY THE BOSTON CENTRAL LABOR
UNION OF THE AMERICAN FED-
ERATION OF LABOR-MARCHERS
ENTER FANEUIL HALL AHEAD
AND SET UP BANNERS—SOME
OF THEM TURNED DOWN BUT
ONE PERMITTED TO STAND—
—CLAIM CONGRESS IS RED RAD-
ICAL

On Monday, April 12, 1926, the Boston American published the following news article on the big labor parade of Sunday to Faneuil Hall about the Boston Local of the American Negro Labor Congress, which had captured the main headlines in all the Monday morning dailies:—

Local officials of the American Federation of Labor today made it plain that the members of the American Negro Congress, who were barred from the great organizing campaign, were barred not because they were Negroes, but because their organization, in the opinion of the labor leaders, is affiliated with the Communist organization, the Workers' Party of America.

The labor leaders took the stand that their organization makes no distinction of color, but that there is in their ranks no room for "Reds."

When the six parades started from six different points on the city with Faneuil Hall as objective, division 2, the Boston Central Labor Union, found a group of 100 colored men and women, armed with banners, at the starting place at Washington and Castle.

In Hall Ahead

The group claimed that as representatives of the American Negro Congress they had the right to march through any streets through which it was permitted any other labor organization to march.

President John J. Kearney of the Central Labor Union warned the col-

ored group that they could not march as their presence in the line would cause people to believe that the American Federation of Labor favored the Communist sentiments encribed on their banners.

They did not march, but when the paraders reached Faneuil Hall they found the Colored folk assembled in the front rows and so-called Communist placards were posted up all over the "Cradle of Liberty."

Membership Drive

The group was allowed to stay as everybody was welcome, regardless of race or color, but the signs were either taken down or turned face to the wall. (One was put up again and in the remembrance of R. H. Isaacs was allowed to remain. Two were held up during the speaking outside of Faneuil Hall.)

The six parades were the opening guns in a nation-wide campaign of the American Federation of Labor to swell its membership list.

WHAT THE SO-CALLED RADICAL
THINKS OF COOLIDGE

By Lovett Fort-Whiteman

National Organizer of The American
Negro Labor Congress

(For the Associated Negro Press)

The working masses of no country ever understand the real significance of a political party; and among no group of workers is this more exemplified than of the Negro masses of America. A political party in every country expresses the organized effort of a definite business class to get control of governmental machinery for the sole purpose of enacting policies and legislature in the interest of its particular class. In America today there is no difference whatsoever between the Republican and Democratic parties so far as the working masses are concerned, regardless of race. The Republican party represents one type of business interest and the Democratic another, and of course both vary in their demands in respect to locality. A political party is a well defined and disciplined organization and its programs and policies are determined and settled upon in small caucuses of the superior party leaders. The finances that go to support the political organizations are supplied by "big business," in whose interests the political parties exist. The great mass of workers contribute nothing to the immense expenses entailed by campaign activities, nor do they have

any say as to the choice of candidates.

One may safely say than any candidate is often and very often quite sincere and conscientious in his promises to the voters before his election; hardly knowing himself the impossibility of rendering any direct benefits to the masses, however much he may desire. The Negro's adherence to the Republican party is based almost wholly on tradition. Very little if any concern does he give to the character of platform or program offered by a particular political party. The personality of the candidate influences him too often in the choice of his vote. The candidate or officeholder is a mere cog in a political machine, acting always in strict accordance with the rules and regulations of his party wholly independent of his own personal sentiments and desires. Big banking interests in Wall Street control the National Government at Washington and the President and all of his governmental machinery functions in accord with Wall Street interests. The class character of our American government should be quite evident to any individual who gives the slightest observation to present day political arrangements. The ruling class in this country as in all capitalist countries is the rich, and its dominance rests upon its ability to always keep the working masses disunited on the basis of race, color, religion, etc. For the government at any time, representing as it does the interests of the rich or capitalist class, to take a direct interest in bringing about an amicable feeling between the white and black working class is to launch out upon enterprises contrary and inimical to the economic interests of the dominant or ruling class in the land. If President Coolidge and his associates have not initiated legislation against lynching, Jim-Crowism and other outstanding evils affecting the life of the Negro people, it is because these gentlemen have a political career to conserve and safeguard. The Negro man or woman with any degree of political understanding or who possesses sufficient astuteness to penetrate the gossamer hiding of the true class relationship well understands that the real solution of the Negro problem can only come with

readjustment of the relationship between the major economic classes in this country and a pronounced solidarity between the workers of all races. The manifest tendency at this time throughout America for a Labor party is in direct accord with those social forces whose development, automatically, when having become sufficiently important will lead to a proper adjustment of racial and class relationships. The Negro people are essentially of the working class and their interests lie with all the political, social and economic aspirations and demands of the workers. The few political appointments that are derived as a reward for the Negro

support of the Republican party are by no means sufficient. It is indeed high time that the Negro voter should demand legislatively enacted policies on the part of any party that he loyally supports in behalf of the Negro masses as a whole.

A political party that does not exercise itself in respect to the eradication of lynching, Jim-Crowism, industrial discriminations, residential segregations, civic inequity, political inequality, judiciary partiality, etc., is not worth the adherence, support, nor the recognition of any Negro who has a claim to the slightest degree of civic and racial pride, a fair sense of social justice and the inherent dignity of a human being.

NEGRO LABOR CONGRESS ADDS MANY BRANCHES
Organization Plans Big Educational Campaign

By ESTHER LOWELL.

NEW YORK — (FP)—March 4.—Branches of the American Negro Labor Congress are functioning in Boston, Worcester, Providence, Bridgeport, New York and other cities visited by organizer Lovett Fort-Whiteman on the New England leg of his eastern tour. Fort-Whiteman says that he

finds a splendid response among Negro workers in these northern industrial cities and many new members join the movement toward greater freedom.

The New York branch meeting at the 135th street public library (Harlem district) was well attended and the eager questioning by the audience indicated genuine interest in the American Negro Labor Congress. Fort-Whiteman carefully explained that the A. N. L. C. is encouraging Negro workers wherever possible to enter existing unions, to organize themselves and seek entrance to present trade unions, to organize independently if necessary, where other unions do not exist or continue to keep their doors closed to colored workers. Fort-Whiteman seeks the aid of all workers, white and colored, in organizing Negro workers and educating them toward understanding their economic as well as social position in the world.

To Publish Pamphlets.

To further the educational work, the American Negro Labor Congress is planning the publication of a series of pamphlets. John Owens, A. N. L. C. organizer in California, is the author of The Negro Ruralist, which will soon be off the press. Owens is to cover the west coast circuit, organizing, as Fort-Whiteman is now doing in the east and middle eastern states. Owens has been working among Mexican Japanese, Chinese and Negro cotton pickers in Imperial Valley, California, and succeeded in organizing these diverse groups in a strike which won them 20% wage increases and improved conditions.

The Negro and the social order, the Negro and trade unions, the Negro and world imperialism are other titles in the A. N. L. C. pamphlet series. The official organ of the congress is the Negro Champion, edited by Fort-Whiteman in Chicago. A research department is gathering all available information on the Negro, particularly in American industry and agriculture.

The American Negro Labor Congress expects to send several delegates to the international conference of colonial peoples which is to be held in Brussels, Belgium, this spring. Representatives from India, China, African countries, West Indies, the Philippines, etc., will be present to discuss their problems and attempt the formulation of an international program to offset that of British, French, Italian, American, and other nations' imperialism.

Negro Workers Celebrate May Day

THAT Negro workers are fast becoming an important force in the labor movement is seen from their growing participation in labor activities. A good example of this is the May Day Celebration and Dance of the American Negro Labor Congress. The New York Local is staging this event at Harlem Studio, 2390 Seventh Avenue, near 138th street, on Saturday, May 1, at 9 p. m.

A special feature of the program will be the appearance of the famous dancers, Radcliffe and Swann, in their whirlwind dance number "The Original Fast Foot Three." The district organizer, Richard B. Moore, will deliver a short address on "May Day, Its Significance to Labor and the Negro." All present will take part in a demonstration of the solidarity of black and white workers, and will dance in celebration of the past victories of labor and in anticipation of its future complete and final triumph. The friends of labor and the Negro are cordially invited.

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Citizens Protest Arrest
Of Labor Congress Head

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The Searchlight Department

Edited by FRED R. MARVIN

For the use and benefit of members of the
KEY MEN OF AMERICA, and others
interested in securing reliable data
concerning all radical and
subversive movements.

NEGROES, RADICALISM AMONG
Nov. 27, 1926

Reports from different parts of the country, especially the northern and western industrial sections, indicate a pronounced activity on the part of Socialist and Communist organizations to increase their hold on the colored people. The open Communist organization engaged in this work operates under the name of the American Negro Labor Congress at the head of which as national organizer is Lovett Fort-Whitman. He has just issued a letter under date of Nov. 15, 1926, which follows:

"You no doubt read in the liberal and radical publications of this country of the coming conference of Colonial and Semi-Colonial Peoples, to be held in Brussels, in January. This conference will be of the uttermost importance to the negro people of America as well as to all other oppressed races of the world. More than 400 organizations in the various colonial countries, and in addition several governments of semi-colonial countries have endorsed the conference and pledged to send delegates. This Conference of Colonial and Semi-Colonial Peoples at Brussels promise to be perhaps the most historical gathering since the Versailles Conference. It goes without saying its political significance will be far-reaching.

"Today the colored races of the world, excluding Japan, find themselves the wretched victims of European and American capitalist-imperialism. The cruelties and oppressions attending the present day penetration of European and American capitalists into the less industrialized countries of the world are kept from public information. Not only have the peoples of Africa and the greater part of Asia lost all semblance of political power, but the ordinary rights of citizenship are with-

held, coupled with the circumstance of inordinately long hours of work, intense exploitation and military oppression. The American negro, although residing on the same soil as his oppressors, is nevertheless the victim

of the same social phenomenon as the great millions of colored races living on their own ancestral domains. The negro problem in America is the outgrowth of capitalistic exploitation; and the negro's political and social status in America is no different from that of the Indian in the British Empire, the Korean in Japanese society, or the African native in the social estimate of the ruling classes of Europe.

"It is planned that four delegates from America shall attend the Brussels Conference representing the American negro people. The American Negro Labor Congress is taking an active part in promoting this conference and is fervently desirous of there being adequate and able representation of the American negro at this conference. We are appealing to our many liberal friends as well as members for the necessary financial support to meet the expenses of the delegates and certain endeavors obligatory to making this undertaking an accomplished fact. We believe that you will appreciate the rising new spirit among the oppressed peoples of the world to resist the new system of slavery which is being imposed upon them.

"We ask you to contribute something, however small toward the task of the American Negro Labor Congress in carrying out its share of the expense in making the coming Conference of Colonial and Semi-Colonial Peoples at Brussels the greatest and most significant of its kind in the political history of the world. We are desirous of receiving all contributions at the earliest date possible. Thanking you for your co-operation, we remain."

A number of American negroes will be induced to attend this gathering, their expenses being taken care of by the American Negro Labor Congress and it gets its money from Communist sources. The gathering scheduled at Brussels is a pure Communist meeting and among others found there will be a number of Filipinos who have attached themselves to the Communist movement and who are now leaders in the "independence" scheme.

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ARKANSANS FIGHT TO HINDER GREAT NORTHERN EXODUS

Osceola, Ark., March 12.—Efforts are being made in this section of the country to check by court action what was already started out as the greatest northward drive in the history of the state. White plantation owners, who see their peons deserting the farms and turning their faces toward the North, have enlisted the aid of state law enforcement bodies to make escape hazardous.

With a view to carrying out this policy, Justice C. L. Waddell fined William and Clarence Davis, who are said to represent a labor agency in Memphis, Tenn., \$50 and costs each for enticing laborers to leave the plantations and directing them to Memphis, from which point they can buy tickets for the North.

Two specific cases were named in the charges against the two men and although they denied the charges they were fined. Both gave notices through their attorney, Virgil Green, of an appeal.

Already it has become almost impossible for a person of our Race to leave Arkansas by rail. If an attempt is made to buy a ticket the applicants are put through a rigid test.

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BROTHERHOOD OF SLEEPING CAR PORTERS' CASE BEFORE THE U. S. MEDIATION BOARD

E. J. Bradley, Local Organizer, Tells Of Aims And Objects Of Organization. Expresses Confidence In A. Phillip Randolph And Other Leaders In The Movement.

On Wednesday, December 8, 1926 the Brotherhood of Sleeping Car Porters with A. Philip Randolph, of New York, General Organizer and Milton P. Webster, of Chicago, Ill., Organizer of Chicago territory, opened the preliminary hearing with the Pullman Co. before the Mediation Board for the Brotherhood of Sleeping Car Porters.

The preliminary hearing so far, has proven more than favorable to the Brotherhood. It has created new inspiration in Pullman Porters and Maids throughout the country. E. J. Bradley, the Organizer, for the St. Louis territory, states that his office room 208, Peoples Finance Bldg., has been a Bee-hive of activity, since the case opened. He and his stenographer have been taxed to capacity with the work of taking in new members and receiving dues from members who were in arrears.

The Brotherhood of Sleeping Car Porters has accomplished something never before accomplished by a group of Negroes in a legal way. It has presented a case before a Federal Tribunal, with the required numerical strength and has advanced through three or four days, preliminary hearings. To properly convey to the minds of the readers of the Argus, E. J. Bradley has this to say for the Brotherhood:

"The Brotherhood of Sleeping Car Porters was formed August 25, 1925 by A. Philip Randolph, as general organizer, W. E. DesVerney and Ashley L. Totten as Ass't. General Organizers and Roy Lancaster as National Secretary and Treasurer. This organization is controlled by Pullman Porters. It is independent, unaffiliated with any organization yet endorsed by all Labor Organizations of America. This organization is not backed by Moscow as has been reported by the Pullman Co. No one is connected with this organization, that has ever been to Moscow. It has no connection with communists and the men know absolutely nothing about communism and have no interest in them. We are fight-

ing for a living wage. We want better working conditions. The policy of the organization as outlined by its leaders is to bring about a form of improvement upon the service rendered the public by said group.

"The Brotherhood of Sleeping Car Porters are confident that when they are receiving a suitable salary with which to cover the cost of essential commodities that they can perform their duties with a far more courteous attitude toward the public and by getting a better working condition they will secure their proper rest during lay over and be in a better physical condition to perform their duties as a courteous

porter should. This movement by the Pullman Porters is an economic, educational, progressive, and industrial move that should meet the approval of the public at large. The officers of the Brotherhood of Sleeping Car Porters have made service their principal motive in this movement, as service is the only thing that labor can, or has to sell. It must be one hundred percent if possible to accomplish our purpose; that is an organization of the porters, by the porters and for the porters to further increase the efficiency of the inefficient that the public first, the Pullman Company second and the porters last may profit thereby.

"This organization is being strenuously and illegally fought by the Pullman Co., due to the fact that they are trying to force upon the men, the plan of Employee Representation. This plan has been in effect for about six years and has never functioned to the interest of the men at any time, especially in the St. Louis territory. The management has reported to intimidations and threats in trying to force men to vote for a grievance committee in the plan that they might prove to the mediation board that the men want the plan, when the men after giving the plan six years trial, are convinced that the plan is an inside company plan, and only

tends to benefit the company. Hence the men are for the Brotherhood. Hoping by their numerical strength to get a fair and just decision before the mediation board, wages and working conditions.

"The assertions of the Pullman Co. have proven in a measure correct. Mr. Randolph did run off with the Porters' money. He ran as fast as the Broadway Limited would carry him from New York to Chicago with enough of their money to defray his expenses on the trip and carried with him a sufficient amount of evidence, some very damaging, to present to the Mediation Board for the Brotherhood of Sleeping Car Porters. In the minds of the members of this organization, as long as Mr. Randolph or any other official of this organization, runs away with their money for said purposes, we are proud as a race to see him run and will finance such runs to the end.

"The organization is here to stay and we recommend that all Porters who do not wish to be termed 'Slackers', prove their manhood to their families and their race by joining the Brotherhood, while the joining fee is within your reach. The final result of our preliminary conference as well as Brotherhood activities will appear in a later issue in the Argus.

Pullman Brotherhood

Memorialized E. V. Debs

The Brotherhood of Sleeping Car Porters held a memorial meeting for the late Eugene V. Debs, militant labor leader, at St. Luke's Hall on Thursday, October 28, and each speaker echoed the sentiment that "The Pullman Co., Union-buster." A. Philip Randolph, general organizer, had just returned from a tour of the West, where he had been for several weeks. Mr. Randolph declared war on the employee representation plan, and told the men they could not vote for that plan and remain loyal Brotherhood men.

Other speakers were Judge Jacob Panken, Socialist candidate for Governor, Joseph Schlossberg, secretary of the Amalgamated Clothing Workers, and Frank R. Crosswaith, organizer of the Brotherhood, who offered a resolution in tribute to Debs' memory which was unanimously adopted.

PULLMAN PORTER BENEFIT ENDS ANNUAL MEETING

Substantial Increase In Association's Business Shown In Reports

By HARRY WILLIAMS

The sixth annual convention of the Pullman Porters Benefit Association closed its three-day session on November 18th, marking another milestone in the progress of the organization. The reports read at this convention, the attitude of the membership and the perfect harmony and unity of purpose of the delegates make this convention the best ever held since the beginning of the association. Perry Parker was re-elected Grand Chairman by acclamation

which in itself was a marked tribute to his indefatigable efforts in behalf of the organization. J. N. Brown of Los Angeles was elected Vice-Chairman and O. E. Robinson Grand Secretary.

Remarkable History

The rise of this organization from its humble beginnings to its present size and strength is remarkable. This association was organized, has grown to its present proportions and is controlled entirely by its own members. What were known as zone associations were organized in 1915 by committees in the various zones of employment. A small death benefit was provided which was found to be helpful to the families of deceased members. The first convention of the seven zone associations was held in Chicago in November of that year. In that first convention the members evinced a desire for a more closely organized association in one body to cover the whole service and to provide for sick and accident as well as death benefits. A committee on reorganization was appointed by Chairman Barnett, consisting of T. R. Webb, Denver, Chairman; Waverly Williams, New York, and Arthur Wells, Chicago, to formulate plans and to report at the next session.



Perry Parker

At the 1916 convention the report was considered but was again referred back to the committee for amendments. In 1917 the committee's report was adopted by the convention, but was rejected by the porters in a referendum vote.

In 1919 another committee on reorganization was appointed composed of the same membership as the committee appointed in 1915 with the addition of W. H. Deaverney, New York, and Perry Parker, Cincinnati. This committee, after conferences continuing over several months, submitted to the convention of 1920 the present plan as embodied in the constitution and by-laws of the association which were formally adopted by delegates of the several zones in November 1920, and became operative February 1, 1921.

The general supervision or direction of the association is vested in a Board of Directors elected by the Grand Association. The latter being composed of delegates from the local lodges.

The present Board of Directors is composed of Perry Parker, Cincinnati; R. L. Williams, San Francisco; S. J. Freeman, New York; T. M. Blanton, Philadelphia; James Sexton, New Orleans; T. A. Crenshaw, St. Louis; and I. F. Smith, Chicago. T. R. Webb is Controller and J. W. Duncan is Treasurer.

Self-Governing Body

All financial matters are in charge of the comptroller. All money received is deposited in banks to the credit of the Association and can be disbursed only by voucher issued by the secretary and checks drawn by the treasurer and countersigned by the comptroller. All officers are paid by the Association from Association funds, and are responsible only to the Board of Directors and to the Grand Association. The Pullman Company has nothing whatever to do with the funds except to assist in their collection. It co-operates and assists the officers in their work, but has no voice in the disbursement of funds or the management of the Association.

During the last three years a new element has entered the Association through the opening of the repair shops to Negro employees. Several thousand of our people are here employed and many of them have become members of the Association.

When it is considered that this body has on hand over \$200,000.00 and does a yearly business of over a half million dollars it can readily be seen that this group of men have one of the largest and most solid organizations of its kind among our people. That it is meeting the needs of its membership is attested by the fact that over \$750,000.00 have been paid out in meeting 11,000 sick claims and 550 death claims. As it is not conducted for profit but solely for the benefit of the members makes it the more solid. That it has been conducted in such an efficient manner is a testimonial to its officers and Board of Directors. The financial report at this last annual session shows that the organization is in the best shape in its history, both finan-

point. and from a membership stand great fight of Pullman car workers in which he participated.

Delegate Work Hard

At the sessions of the conventions, the delegates, coming from all parts of the United States gave their unstinted efforts to making this convention the best. In this they succeeded. The men who attended representing their respective districts were:

C. H. Levy, Los Angeles; C. E. A. Hunt, Cincinnati; A. W. Jordon, St. Paul; J. M. Brown, New York; E. C. Roundtree, New York; R. Eddings, Minneapolis; W. P. Smith, St. Louis; R. L. Connally, Birmingham; T. M. Palmer, San Antonio; R. L. Durham, Louisville; I. G. Newman, Chicago; A. H. Hohman, San Francisco; P. J. Millner, Buffalo; B. F. Darden, Hoboken; J. W. Underwood, Boston; Louis Witt, Chicago; J. D. Banister, Philadelphia; J. D. Mitchell, New Orleans; T. H. Gibson, Chicago; Z. M. Ross, Atlanta; J. H. Hunter, Asheville; Joe Brown, Chicago; T. A. Jones, Jacksonville; H. Christian, Portland; H. Pope, Jr., Nashville; F. L. Robinson, Norfolk; A. J. Brown, Ft. Worth; M. L. Robinson, Houston; E. H. Ruffin, Dallas; E. L. Dwelle, Indianapolis; F. H. W. Jones, Pittsburgh; D. O. Smith, Washington; C. Thomas, Denver; W. B. McNeill, Richmond; W. E. Taylor, Memphis; G. R. Price, Boston; C. T. Henderson, Detroit; W. R. Estell, Omaha; W. C. Robinson, Shreveport; V. D. Harris, Kansas City; E. F. Coleman, Cleveland; S. H. Lawson, Seattle; J. Patterson, St. Louis; J. N. Washington, Chicago; Maurice Rouselle, Wilmington, Del.; J. R. Piermore, Columbus; D. A. Campbell, Baltimore; R. D. Saunders, Montreal; J. C. Mills, Chicago; H. A. Brooks, Tampa; D. W. Hiller, Wichita; J. L. Carter, El Paso.

Organization a Credit

The tedium of their labors were broken by hospitable Chicago. Dances, dinners and receptions gave evidence that the people of Chicago recognized that these men were making history. They have done in a few years what many others have tried and failed to do in many years. By loyalty, sustained effort and careful leadership they have built an organization which is a credit to themselves and the race.

Pullman Porters Join in Memorial to Debs

NEW YORK, Oct. 29 (FP)—One of the most interested groups in holding a memorial meeting for Eugene V. Debs is the Brotherhood of Sleeping Car Porters, which has taken St. Lukes Hall for Thursday night. Debs, leader of the 1894 Pullman strike, had a warm place in the hearts of the Negro Pullman porters and was a personal friend of their leaders. He sent messages of commendation during the last year to the Brotherhood as it grew, always hoping that it would attain more success than the

PULLMAN PORTER UNION MAKES CHANGES

New York, October 6, 1926.—An organized attempt to foist "Company" officials upon the supposedly independent Pullman Porters Benefit Association is in full swing at the Pennsylvania terminal. The primaries are in progress according to information received in the offices of the Brotherhood of Sleeping Car Porters.

Although the constitution of the Association provides that only porters actually in service shall be eligible to office, the company is making a desperate effort to nominate a ticket composed entirely of welfare workers, instructors, and "company" men to guide the destinies of the Benefit Association. Many porters have reported to the Brotherhood that their pay checks were being withheld until they registered as members of the primary and that they were being instructed to vote for the company ticket.

This attempt is said to be a renewed offensive of the Pullman company against the Brotherhood. "The Benefit Association has always been used to bolster up the Employee Representation, yellowdog union Plan of the Pullman company, and the company hopes, by controlling the election in New York, to use the Association to fight the porters' own union," said Roy Lancaster, Secretary-Treasurer. "By putting picked company men at the head of the local Benefit Association the company hopes to be able to intimidate the porters applying for its benefits and prevent the rapid movement into the Brotherhood which is going on in New York."

At the same time the company is circulating propaganda to the effect that the Brotherhood is anxious to get its hands on the funds of the Benefit Association and destroy it. Nothing could be further from the truth. The Brotherhood wants to help the porters make a live organization out of the P. P. B. A. by taking it out of company control and separating it from the pernicious company union plan and putting it in the hands of the porters who support it and to whom it belongs. A bold attempt like this one to violate the laws and the spirit of the Association ought to be and will be opposed by members of the Brotherhood and other porters as well.

LABOR UNION EXPERIMENTS.

The Labor dinner given November 30 by the Brotherhood of Sleeping Car Porters marked a new departure in the workings of organized labor. Labor has learned to borrow and imitate the methods of capital in aligning its forces, hence we have the successful operation of labor banks as well as labor dinners, where the workers and their sympathizers may gather together and rally for future efforts. This dinner of the porters' brotherhood was significant in revealing the strong sentiment felt in favor of the effort to better the conditions for this class of workers. The gathering comprised porter and preacher, social service worker and school teacher, lawyer and laborite, besides others of both races, who signified their sympathy with the movement.

The operation of the various classes of shop organizations, known as the union shop, non-union shop, open shop and the company union, were described by Samuel Untermeyer, the distinguished lawyer and advocate of labor. He handled the question without gloves, declaring the open-shop to be non-existent, and set forth the advantages of a union organization, with its power to act in collective bargaining for its members. As an earnest of his interest in the movement, he made the first subscription of one hundred dollars to the brotherhood fund. In an appeal for contributions, made by the Rev. William Lloyd Limes, of St. James Presbyterian Church, the speaker, referred to the interest and sympathy with the movement felt by the church, of which he is pastor.

The right of the Pullman porters to form an organization to aid in securing a living wage, together with better working conditions, is unquestioned. They have good precedent for such a movement in the other classes of railroad employees, who have bettered their conditions through such

Sixty years ago it may have flattered porters to be called the "children of the Pullman family." They would not be flattered today. For in sixty years of oppression and injustice, they have learned that their father - mother - Pullman - Company wants them to be children because children are weak, - children do not know how to ask for their rights, and children can be fooled with words and toys, children dare not fight back.

On August 25, 1925, the Pullman Porters, in the indignation of their manhood, put away childish things. They organized themselves into a labor union. Quietly and effectively they went about the business of building that union into a strong fighting machine. The child had become a man.

The year of struggle in which the Pullman porter won his manhood has been a memorable one. The Pullman Company, itself, at first smilingly tolerant of this "little flurry of discontent," attempted many repressive measures when it realized that its erstwhile willing children were banding themselves together against their loving (?) parent. The whole world knows the bitter story of intimidation, frame-

Men Tame "Czar Mitchell" In Penna. Terminal Dist. Now National Organization

Brotherhood Has Presented Case To U. S. Railway Board; Has Membership Of Five Thousand.

By MARGARET LARKIN

NEW YORK, Nov. 18.—It was sixty years ago that the Pullman Company sent out its first sleeping cars in the care of a neatly uniformed and quaintly courteous Pullman porter. Sixty years ago the Pullman Company formulated its attitude toward its porters. It decided to treat porters like children. And for fifty-nine of those years, the company's attitude has remained unchanged. Until August 25, 1926, the porters remained, in company eyes, and even in their own eyes, the "children of the Pullman family."

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important city of the United States. It company by this time hated and has presented its case to the United States Rwy. Mediation Board, after sober thought and consultation with the best legal talent of America. It is prepared, when it comes before that Board, to show a membership of more than 5,000 porters, and to present to the Board and to the public, the long series of injustices which have been the lot of Pullman Porters in their 60 years in their father's house.

In the last week, the Brotherhood measured swords with the Pullman Company and came out victorious.

Five years ago Papa-Pullman gave his children a new to play with. It was just after the war, when the open-shop campaign of American profiteers was collapsing, and the bosses were casting about for a new scheme to keep the workers "contented." The scheme they hit upon was the "Company Union," and Organized Labor in all America is still engaged in a mighty struggle to throw this serpent off its neck. The Pullman Company, always anxious to furnish the newest conveniences in its cars and the latest fool-the-workers schemes to its employees gave a "Company Union" to the porters. They called it the "Employee Representation Plan."

There were only two things wrong with this fake union. It did not represent the workers and it did not represent the Pullman Company. Three of the organizers of the Brotherhood of Sleeping Car Porters were members and officials in the "Plan,"—they tried for years to make it function to the ends of justice, and finally realized that the agent of the company would never be any better than an agent of the company.

It had been the custom during the five years existence of the Plan, for Papa-Pullman to see to it that all his children went to the polls and marked a pretty ballot for the officials that papa choose. Just for their own good, the porters found their pay checks held up if they dared to disobey papa and refuse to vote in the Plan elections.

With their case before the Railway Mediation Board, the porters realized that voting in the Company Plan elections of 1926 would be counted as a vote against the Brotherhood by the Pullman Company, and so used before the Board. They resolved not to vote in the elections.

It was a momentous decision. No one knew what would happen. Everyone felt that the Pullman Company was fully aware of the situation, and that the man who refused to vote would be reported as a member of the Brotherhood, which the

Brotherhood of Dining Car Employers.

Perhaps the first men who refused would be fired. Perhaps extra porters would be sent on their runs. Perhaps no pay checks would be issued.

The day of the elections came. A little knot of men waited anxiously in the offices of the Brotherhood for the first word. Very soon news began to pour in. "Threats! Intimidations! I have to go to the Superintendent! They held my pay!" The same old story.

Then the Brotherhood launched into an attack. It attacked the Czarist Superintendent of the Pennsylvania Terminal District, whose district was notorious for ill treatment of the men. "Mitchell must go!" was the motto of the campaign, and in fiery speeches the Organizers denounced this petty tyrant.

The result was a complete change of front. The Czar no longer wished to see porters who were sent to him to be given a "dressing down," for refusing to vote in the iniquitous Plan. "You don't have to vote if you don't want to," he purred. The victory was won.

The Brotherhood of Sleeping Car Porters and the men in it have a long fight ahead before they wrest from the Pullman Company the rights of honest workers. But looking back over the long way they have come, in this short year, they may well lay claim to the full height of self respecting manhood. After 60 years of childhood—enforced childhood—they have put away the childish things of fear, subservience and uncomplaining acceptance of injustice.

Unions, Strikes, etc.

A YEAR OF HISTORY MAKING

By FRANK R. CROSSWAITH

August 25, 1925, has become an historic date in the annals of the American Negro and a date of more than passing significance to the workers of the United States in general. On the evening of that day a handful of Pullman porters betook themselves proudly to the basement of the Imperial Elks Hall, New York City, to listen to the message of trade unionism as expounded by A. Philip Randolph, Geo. S. Schuyler, the writer and others, and, to launch a movement generally recognized as the most challenging bid for a man's chance ever made by the American Negro since his advent in the United States over three centuries ago. Having what seemed to many as an insurmountable obstacle and an unbeatable foe, these men, on that eventful night "fired a shot" which has rivaled the one fired years before at Fort Sumter in South Carolina. That shot from the South Carolina fortress was "heard around the world" and marked the beginning of the Civil War which was to end with the emancipation of the slaves. The one fired on August 25, 1925, by the Pullman porters, too has rung the globe, carrying to all nations and races the glad tidings that a group of American Negroes had been introduced to the militant doctrine of trade unionism which would result in the direct emancipation of 12,000 Negro Pullman porters and maids from a condition of slavery but little removed from that of their forebears.

These Negro workers have been employed as porters and maids for nearly fifty-nine years. They have been known as the aristocrats of Negro labor. The actual condition of these workers does not, however, justify this claim. The movement to unionize them has brought to light the fact that Pullman porters and maids constitute the only group of workers whose position is so little removed from actual servitude and peonage that the difference is hardly recognizable. They are the largest and most outstanding group of unpaid workers of a race that is known as the unpaid workers of the world.

Not even in the convict labor-ridden Southland, or on the peon farms of that section of the country can one find workers who contribute anywhere from two to seven hours of labor without some sort of remuneration for the same, nowhere can one locate such a large number of workers, who are unable actually to tell what their wages will be five minutes before they receive it; nowhere are workers so thoroughly and systematically and so effectively exploited as in the Pullman service. They have suffered this fate at the hands of the Pullman Company which stands condemned before the world as having engaged in the wholesale and brutal exploitation of a race.

Nevertheless, these workers facing obstacles unprecedented in the long record of workers organizing, have accomplished great things in the short space of one year. They have squeezed out of the coffers of the Pullman Company a slight wage increase. They have removed much of the haughtiness and arrogance which characterized the attitude of even the white office boys in the employ of the Pullman Company toward the porters and maids. They have won a higher respect and a more humane regard from the traveling public. They have made an immeasurable, spiritual contribution to the cause of organized labor. They have accomplished an educational feat of great magnitude among the workers of the Negro

race as well as among the whites. On the whole, the Nation is richer today because of the birth of the Brotherhood of Sleeping Car Porters on August 25, 1925.

The experience of the Brotherhood during its year of infancy is not unlike that encountered by all other groups of workers making an attempt to win a fairer share of the product of their labor. The opposition of the Pullman Company was from the outset formidable. Having been permitted to exercise unquestioned the prerogative of wanton exploitation for nearly three generations, it was the most natural thing for the Company to oppose any attempt that would interfere with what had become to them their unwonted right to breed and brutalize their Negro employees. In a vain attempt to stop the Brotherhood, all manner of "tricks" familiar to employers were resorted to: threats of dismissal from the service and in many instances actual dismissal, substitution of Filipinos on cars considered "choice runs," the granting of a small wage increase, the harrasing of the men by "stool pigeons," "spies" and "spotters" all were called upon by the Company to do service for its cause. These having failed, the Company used what is considered among progressive trade unionists as the Bosses "ace in the hole." It attempted to do to the Brotherhood's organizer what it did to Eugene V. Debs, during the formation of the American Railway Union. Attempts were made to imprison him. Willing Negro tools were found who could (sic) do the trick; hastily drawn up indictments were secured only to be thrown out of court by fair-minded and honest judges. Efforts at bribery were also tried. The planting of men in the ranks of the Brotherhood to resign at what was considered "the strategic moment." The lavish use of money to purchase the pages of some Negro newspapers to spread the poison of suspicion among the porters and the outright subsidizing of others, and many other gallant, but unsuccessful maneuvers of the Company to rout the little band of Brotherhood men away from their leaders and their Union back into the cesspool of low wages, long hours, inhuman treatment, and the manhood destroying habit of depending upon tips.

Against these onslaughts of a soulless corporation, the ranks of the Brotherhood stood immovable, adding to its roster large numbers of awakened black freemen with each setting sun. When the efforts of the opposition was most feverish and its strength appeared overwhelming, it was then that the membership of the Brotherhood grew with amazing suddenness, for example, when Ashley L. Totten was abruptly dismissed from the service, over 1,400 porters joined the Brotherhood, when the hand-picked delegates at the so-called wage conference accepted the wage increase a score less than at Totten's dismissal became Brotherhood men. When the Filipinos were brought in to displace veterans in the service on Club Cars, the various headquarters of the Brotherhood were literally swamped with applicants. When Mays—whose place in history is as secure as is that of Judas Iscariot—resigned (sic) the Chicago representatives of the Brotherhood kept National Headquarters busy shipping applications and membership cards and other paraphernalia.

The Brotherhood has withstood the first 365 days of storm and stress, it has passed its babyhood days, its leaders and membership are richer in experience than they were a year ago. We have forged every stream, crossed every bridge, and met every exactitude with resignation and un-

flinching confidence. Whatever the future holds in store for us, be it hardship, privation, persecution, yea even imprisonment WE WILL NOT SURRENDER UNTIL THE RIGHT OF 12,000 PULLMAN PORTERS AND MAIDS to a living wage, shorter hours of work and a higher appreciation of their services is won.

To our Comrades in the struggle, to the militant soldiers of the Brotherhood, throughout the Nation, on every train, on every road, in every home, by every fireside, we doff our hats and extend genuine felicitation on this our first birthday, and we say, great as have been our accomplishments in the past, rich as has been the harvest we have reaped, let us at the threshold of a new year take courage afresh and pledge ourselves that we will strive for loftier heights and greater achievements during the year that is opening ahead. Other races have done it, we can do it if we so will. UPWARD, ONWARD, and FORWARD to our second birthday, resolved that we will stand united, one for all, and all for our BROTHERHOOD.

QUESTIONNAIRES TO BE SENT TO PULLM'N PORTERS

**Pullman Porters to
Celebrate Progress
Made in First Year**

NEW YORK.—It was announced at the Headquarters of the Brotherhood of Sleeping Car Porters today that upon the advice of Frank P. Walsh, Donald Richberg and C. Francis Radford, attorneys for the Brotherhood, a nation-wide referendum vote has been instituted as the preliminary to their presentation of the Union's demands before the new Railroad Mediation Board.

The referendum is a carefully drawn ballot in which 12 definite questions are asked. If the porters and maids answer in the affirmative the next step of the Brotherhood will be to call for a conference with the Pullman Company. In the event of refusal, an exparte statement will be filed with the Mediation Board. Some of the questions the porters and maids must answer are: Do you want the payment of a living wage and better working conditions? Do you want pay for preparatory time, terminal time, delays and doubling? Do you want a simplified time sheet? Do you want the plan of Employee Representation of the Pullman Company or the Brotherhood of Sleeping Car Porters?

The fourth question asked is causing a great deal of favorable comment among the porters and maids. This question deals with the matter of "Back Pay." It is claimed by the organizers of the union that if permitted to go into this matter, some very interesting things dating back for several years will be uncovered.

NEW YORK, August 26.—The Pullman porters organized in the Brotherhood of Sleeping Car Porters will celebrate the first anniversary of the Organization with an old-fashioned get-together rally on Thursday night, August 26th, at St. Luke's Hall, 125 West 130th Street. The occasion marks one year of organizational work among these workers. It is claimed that in that period of time the Brotherhood has eclipsed every known record in this country, in that it has brought together more Negro workers in the shortest space of time than has ever been done by either whites or blacks.

PULLMAN PORTERS HOLD SIXTH ANNUAL CONVENTION



The sixth annual convention of the Pullman Porters' Benefit Association of America convened at the Pullman building Monday, Tuesday and Wednesday of this week, with Grand Chairman Perry Parker presiding. Delegates from almost every state in the Union took part in the sessions and voiced their loyalty to the company.

The first day's session was an open meeting attended by many visitors. The address of welcome was made by J. C. Bowles of Chicago. Henry D. Pope, Jr., of Nashville, Tenn., replied, paying a glowing tribute to Perry Parker, President E. F. Carey of the Pullman

company welcomed the delegates in behalf of the company.

A public reception was held at the Y. M. C. A. under the auspices of the Calumet shop Tuesday evening, and a well-rounded program was presented. Many officials of the company attended.

The convention entered into executive sessions Wednesday, and reports of various delegates showed the progress which the association is making. Comptroller T. R. Webb, Treasurer J. M. Duncan and Grand Secretary O. E. Robinson also made their reports at this time. A banquet was tendered the association members at the Fort Dearborn

club house, 3929 South parkway, Wednesday evening at the close of the convention. A ball and entertainment was staged at the Royal Circle temple Thursday night.

The directors of the association are: Perry Parker, Cincinnati; R. L. Williams, San Francisco; S. J. Freeman, New York; T. M. Blanton, Philadelphia; James Sexton, New Orleans; T. A. Crenshaw, St. Louis, and I. F. Smith, Chicago. L. A. Coffin of Los Angeles is vice chairman.

Among those present at the sessions were: C. H. Levy, Los Angeles; C. E. A. Hunt, Cincinnati; A. W. Jordon, St. Paul; J. M.

Brown, New York; E. C. Roundtree, New York; R. Eddings, Minneapolis; W. P. Smith, St. Louis; R. L. Connally, Birmingham; T. M. Palmer, San Antonio; R. L. Durham, Louisville; I. G. Newman, Chicago; A. H. Hohman, San Francisco; P. J. Milliner, Buffalo; B. F. Darden, Hoboken; J. W. Underwood, Boston; Louis Witt, Chicago; J. D. Bannister, Philadelphia; J. D. Mitchell, New Orleans; T. H. Gibson, Chicago; Z. M. Ross, Atlanta; J. H. Hunter, Asheville; Joe Brown, Chicago; T. A. Jones, Jacksonville; H. Christian, Portland; H. Pope, Jr., Nashville; F. L. Robinson, Norfolk; A. J. Brown, Fort Worth; M. L. Robinson, Houston;

E. H. Ruffin, Dallas; F. L. Dwelle, Indianapolis; F. H. W. Jones, Pittsburgh; D. O. Smith, Washington; C. Thomas, Denver; W. B. McNeill, Richmond; W. E. Taylor, Memphis; G. R. Price, Boston; C. T. Henderson, Detroit; W. R. Estell, Omaha; W. C. Robinson, Shreveport; V. D. Harris, Kansas City; E. F. Coleman, Cleveland; S. H. Lawson, Seattle; J. Patterson, St. Louis; J. N. Washington, Chicago; Maurice Rouselle, Wilmington, Del.; J. R. Pierson, Columbus; D. A. Campbell, Baltimore; R. D. Saunders, Montreal; J. C. Mills, Chicago; H. A. Brooks, Tampa; D. W. Hiller, Wichita; J. L. Carter, El Paso.

Photo by Foster.

Labor-1926

Brotherhood of Sleeping Car Porters.

Unions, Strikes, etc.

A LETTER FROM DONALD RICHBERG

Mr. A. Philip Randolph,
General Organizer,
Brotherhood of Sleeping Car Porters,
2311-7th Avenue,
New York City.

Dear Mr. Randolph:

Replying to the request of your letter of June 25th, I will make certain suggestions regarding a program which the Brotherhood of Sleeping Car Porters might adopt to advance the interests of the members through the opportunities afforded by the Railway Labor Act. You will understand that my purpose is to give legal advice rather than to suggest organization policies, but it will be difficult to discuss the legal phases of your problems without at the same time considering the practical phases, and in regard to the latter you will understand that I venture only my own opinions.

At the outset I hope your membership will realize that the provisions of the Railway Labor Act are intended to aid the employers and employees in co-operative efforts to maintain satisfactory industrial relations, but this Act is not intended to give either party a means for overriding personal responsibility or a means for regulating industrial relations by government orders. The Act makes it the duty of employers and employees to make and maintain agreements and to settle their disputes over the making of agreements or over the interpretation of them. The aid of the Board of Mediation which is established by the new law can be obtained to help the parties to settle their differences of opinion, but it is primarily their duty to accept and to fulfill their responsibilities to themselves and to each other.

If this underlying theory of the law is understood, it will be recognized that the ability of the sleeping car porters to improve their conditions will depend primarily upon their own ability, first, to organize for collective action and, second, to act in such a manner that, in the improvement of their conditions, benefits will be realized also by the employer and by the public.

If a labor organization is to be of service to its members, to employers and to the public, it must be prepared to accept increasing responsibility as its power increases. The first requirement therefore is, as with an individual, "know thyself." Since your organization is in the formative stage, naturally it has not developed as yet the means for a thorough understanding of the needs and desires of its membership. This seems to me the pre-requisite to any effort to represent those needs and desires in negotiations with the employer.

Therefore, I would suggest as the first step, that you should prepare a careful and clearly worded questionnaire to be sent to your entire membership calling for answers to such questions as the following:

What rules or working conditions do you regard as unfair? Please answer in the order of their importance to you.

If you had a choice between shorter hours or a proportionate increase in pay, which would you prefer?

If you believe wages should be increased, what do you think would be a reasonable increase to request?

What reason would you give for asking for an increase of wages?

Do you want a fixed wage without tips, or do you think a man's earnings should vary according to the personal service he gives or the good-will of passengers?

I have suggested only broad questions. It might be better to have most of the questions more definite, that is, directed toward a particular rule or in regard to a particular wage increase. I do not wish to suggest any such questions myself, but with the information you have you might well ask a series of definite questions, as well as some broader questions.

One advantage which I see in the referendum, which I propose that you take from your membership by sending out these questionnaires, is that you will be able to ascertain their wishes without the holding of an expensive convention of delegates, which is the manner whereby long-established labor

organizations are accustomed to determine the desires of their members. You can avoid this expense for the present. Yet you are faced at the outset with the necessity for adopting a tentative program for your organization. You must know that you have your members really behind you in any program you advance. Also you must map out what may be called a long-distance program, looking ahead toward eventual improvements in wages and working conditions which cannot be had in the immediate future. I know from my talk with you that you are impressed with the wisdom of making gradual but sure progress. Social and economic conditions cannot be

changed in a day or in a year. In the long run that organization is most successful which is willing to work for a steady progress and will not attempt spectacular efforts at quick success; efforts which seldom win and when they do win usually bring only a temporary victory.

Particularly, let me suggest that your organization should not attempt to rush into the use of the machinery of the new Railway Labor Act while the organization itself is really in process of formation and has a membership practically inexperienced in collective action. A young organization, like a young person, may be inclined to rash adventure. The conservatism of the older labor organizations, which is sometimes the cause of criticism, is nevertheless the fruit of experience.

Political wars and industrial wars in the past have seemed unavoidable. But real progress has been made in times of peace. Strikes are battles in industrial wars and strikes have been necessary because men have had to fight for freedom and justice, throughout recorded history. But industrial gains are reaped in times of peace. The new Railway Labor Act was written, as its sponsors stated, as "a machinery to promote peace, not a manual of war." Therefore, I suggest that the Brotherhood of Sleeping Car Porters should bide their time and strengthen their organization and let those railway labor organizations which are old and skilled in the arts of peace, as well as war, proceed with the utilization and interpretation of the new law, while your Brotherhood prepares a long-time program for the gradual but sure improvement in the conditions of its members.

Please understand that I am not suggesting any indefinite postponement of action for immediate betterment of conditions. On the contrary, it seems to me that, just as soon as you know what your membership desires the most, and just as soon as you are agreed upon a definite, reasonable program which will give more satisfaction to the employees and better service to the employer and to the public, a request should be made for a conference in order to negotiate an agreement, which is not only the right and duty of your members under the law, but which is also the right and duty of the Pullman Company. If the Brotherhood appreciates and accepts its responsibilities, as well as its opportunities, under the provisions of the Railway Labor Act, it is to be expected that the Pullman Company management will meet you half way with the acceptance of its responsibility and will welcome the opportunity for improved co-operation with those employees who represent numerically the chief contact of the company with the public. These employees reflect to the public the Pullman Company's standards of public service. In this situation it should be reasonable to expect co-operation if that is what you offer to the management.

Finally, permit me to urge upon you again the fundamental importance of your organization work. Your internal strength will be the measure of your external strength. An able leadership will help, but it is solidarity of organization that wins the struggles of labor.

Chief Justice Taft wrote in a famous opinion of the Supreme Court of the United States that labor unions "were organized out of the necessities of the situation. A single employee was helpless in dealing with an employer * * * Union was essential to give laborers an opportunity to deal on equality with their employer."

Organize intensively; discipline yourselves in order that you may stand and move together; deal fairly with each other,

with employers and the public; and you will go far.

I have written somewhat at length because I think that the working philosophy of your organization will have great importance in determining the measure of its success. Therefore, I have endeavored to suggest a working philosophy in harmony with the law and with modern enlightened opinion on industrial relations.

Very truly yours,

DONALD R. RICHBERG.

Pullman Brotherhood to Celebrate First Year

AUGUST 23.—The Brotherhood of Sleeping Car Porters will celebrate its first anniversary with an old-fashioned, get-together rally on Thursday night, August 26, at St. Luke's Hall, 125 West 130th street. The occasion marks one year of organizational work among these workers.

It is claimed that in that period of time the Brotherhood has eclipsed every known record in this country, in that it has brought together more Negro workers in the shortest space of time than has ever been done by either whites or blacks.

All of the speakers and writers who have co-operated with the Union have been invited to be on the platform that night and be presented to the audience. Some of these are Dr. Norman Thomas, Hugh Frayne, N. Y. Representative, A. F. of L.; Rev. John Haynes Holmes, James W. Johnson, Secretary, N. A. A. C. P.; Thomas J. Curtis, Vice-President, N. Y. State Federation of Labor; John P. Coughlin, Secretary, Central Trades and Labor Council; Mrs. Gertrude E. McDougald, Assistant Principal Public School 89; Mr. Benjamin Stolberg, Oswald Garrison Villard, Dr. Stephen S. Wise, Morris Hillquit, Fred R. Moore, Editor, N. Y. Age; Elizabeth Gurley Flynn, William M. Kelley, Editor, The Amsterdam News; Frank P. Walsh, Legal Adviser to the Union, and others.

Labor Speakers Denounce Pullman Company Methods

The part played by the Pullman Company in the development of two of the greatest strikes of organized labor, the company union and the labor injunction, was traced by the speakers at the mass meeting of Pullman porters and their wives at St. Luke's Hall on Thursday evening, October 14.

McAllister Coleman, well-known friend of labor, and Henry T. Hunt, former member of the National Labor Board under President Wilson, traced the growth of these two evils from the strike of the "Pullman Workers' Union" in 1890 which was broken by the calling in of Federal troops at the behest of the Pullman Company, to the "Employee Representation Plan" of today.

"The injunction used against strikers is not a lawful weapon" declared Henry T. Hunt, who as an eminent lawyer is an authority on labor law. "When police arrest strikers and throw them into jail for violating an injunction they are acting illegally and they know it."

The company union plan was attacked by Coleman, who declared that it was calamitous, "like tornadoes and lightning and other things handed down from above."

Other speakers at the meeting were Solon De Leon, of the Rand School and editor of the Labor Year Book; Henry Allisburg, well known author and playwright; Roy Lancaster and S. E. Grain.

A report on the successful speaking campaign of the general organizer, A. Philip Randolph, was made by Roy Lancaster.

OVER 5000 PORTERS NOW IN UNION

NEW YORK.—Invoking the aid of the railway Mediation Board, the Brotherhood of Sleeping Car Porters today began a campaign to force recognition from the Pullman company.

In a letter addressed to the Railway Mediation Board, A. Philip Randolph, general organizer of the Brotherhood, today requested the services of the Board in securing a conference on wages and hours with the Pullman company, declaring that more than 5,000 porters, or the 51 per cent required by law, belong to the organization. Although railway legislation

makes the Pullman company a union of labor; Eugene K. Jones, of the National Urban League, and Robert W. Bagnall of the National Association for the Advancement of Colored People, will discuss "the position and significance of negro workers in the American labor movement, their relation to the fight against company unions and their place in the campaign to organize the unorganized."

Roy Lancaster, secretary-treasurer of the union, which has its headquarters at 2311 Seventh avenue, declared that the Pullman company has granted some of the demands of the men already, although it does not recognize the union, including an 8 percent increase in wages.

"Only this week the company has granted another demand of the Brotherhood. One of the grievances of the porters has been the universal use of the name 'George'. It has announced that it will post the full name of every porter in his car. It declares 'The company thinks that the public can be educated to calling George by his right name.' As a matter of fact, the porter is perfectly willing to be called by his title, 'Porter', when the traveling public speaks to him. It is the use of the universal 'George' by company officials who know his name that is anathema to the porter."

Brotherhood of Pullman Porters Seek Conference

Invoking the aid of the Railway Mediation Board, the Brotherhood of Sleeping Car Porters today began an intense campaign to force recognition from the Pullman Co., which has ignored requests for a wage conference.

In a letter addressed to the Railway Mediation Board, A. Philip Randolph, general organizer of the Brotherhood, requests the services of the Board in securing a conference on wages and hours with the Pullman Company, declaring that more than 5,000 porters, or the 51 per cent required by law, belong to the organization.

The railway Mediation Board, to which the Brotherhood has applied for aid, was created by the Watson-Parker bill of last session of Congress and received the support, not only of the Transportation Brotherhoods, but of the Railway Executives Council, of which the Pullman company is a member.

N. Y. EVE. POST

NOV 27 1926

NEGRO LABOR MEETING DUE

Interracial Dinner to Discuss Problems of Workers

The Brotherhood of Sleeping Car Porters will give an interracial dinner in the Y. M. C. A. Casino, 210 East Elghty-sixth street, Tuesday evening, the first meeting of its kind ever given in behalf of negro labor. Several speakers, including Samuel J. Termyer, Hugh Frayne, representing the American Fed-

PORTERS VOTE HEAVILY IN COMPANY UNION

Chicago, Ill., Nov. 27—(AP)—

The long awaited results of the vote by Pullman Porters, maids and other employees on the delegates to be elected to represent them in the Bureau of Industrial Relations or the "company union," as Philip Randolph terms it, was announced last Monday. It showed that 15 per cent of the employees had voted in spite of the intense campaign which had been waged by the Brotherhood of Sleeping Car Porters to prevent their doing so. Mr. Randolph and other officials of the Brotherhood Sleeping Car Porters to prevent their doing so. Mr. Randolph and other officials of the brotherhood had made a strenuous plea for the employees to ignore the election and thus demonstrate to the company and the public at large how nearly the Brotherhood controlled the workers. Hundreds of thousands of dodgers were distributed, meetings were held, speeches were made, and newspaper articles used, but seemingly to no avail. It was urged that this vote would demonstrate the strength of the Union. That contention probably will be denied now, because all voted but 15 per cent and among that number were those away from terminals, those on the sick list or who for other reasons did not find it convenient to vote. The number of porters voting showed a gain over last year when 83.4 of the men voted with presumably a corresponding decrease in the Union's influence. Porters who are not in favor of the brotherhood as well as those who are in it are interested in knowing just what there is to the pretensions of the Brotherhood which claims 8,000 members. Considerable secrecy has surrounded the union's affairs.

NEW YORK
JOURNAL
NOV 20 1926
NEGRO PORTERS
SEE PULLMAN
'POVERTY' PLOT

An attempt on the part of the Pullman Company to plead poverty in order to escape the Brotherhood of Sleeping Car Porters and its demand for increased wages, was anticipated today by A. Philip Randolph, No. 2311 Seventh avenue, organizer of the 8,000 Harlem Negro porters.

In a stinging statement, Randolph harpooned the Pullman Company for its announcement that it will divorce itself from its subsidiary, the Pullman Car and Manufacturing Company.

"The split-up of the Pullman Company and its subsidiary may lay the basis for an appeal for higher rates," charged Randolph. "The move is probably intended to enable them to plead before the U. S. Railway Mediation Board, to which the porters have taken their case, that the company cannot afford an increase."

"In the event that the porters should succeed in securing an increase over their present minimum wage of \$72.50 per month, the Pullman Company evidently hopes, by this maneuver, to force the public to pay for it."

Randolph declared that the average income of a Pullman porter was only \$90 a month including tips, as occasional expenses cut deeply into the porter's income.

Labor-1926

Unions, Strikes, etc.,

National Officers of Brotherhood of Pullman Porters Spend Week in Washington

SERIES OF MEETING PRODUCTIVE OF EXCELLENT RESULTS

Wage Conference of Company Discussed

A. Phillip Randolph, general organizer of Brotherhood of Sleeping Car Porters spent several days in Washington. He arrived on New Year's Day accompanied by Assistant Organizer, A. L. Totten. The primary purpose of the visit was to fulfill an engagement Mr. Randolph had made to appear as principal speaker at the celebration of the Emancipation Committee at Metropolitan Baptist Church. He and Mr. Totten remained to conduct a series of meetings with the porters.

The stay in Washington was an exceptionally successful one for the organization. In addition to the first appearance Mr. Randolph spoke at the club house of the Tau Delta Sigma Fraternity, the law firm of the city, many of whose student members are employed by the Pullman company during the summer vacation period. There is considerable significance in the cordial reception that Mr. Randolph received at the hands of these men.

On Sunday afternoon, Monday night and again on Tuesday night, Messrs. Totten and Randolph talked to groups of porters and sympathizers at the Peoples Congregational Church on M Street.

Several Sessions

The reason for the several sessions on different days being the necessity of meeting with different groups as they happened to be off duty and away from travel or station service. At the Monday night session, the porters had the pleasure of a few words from Garnet Warbington, one of the members of the board of directors of the Colored Actors Union. His presence with that of several other members of the show-folks organization betokened an interest that goes far beyond the railway circles. Incidentally, while in the types of employment the two bodies have no similarity, it remains that both are travelling groups.

Mr. Randolph, while here, called upon the Government through the National Republican Committee to make complaint against the activities of special assistant attorney general Henry Howard in the interests of the Pullman company. Randolph left Washington on Tuesday for New York.

Mr. Totten who shared with Randolph the analysis of the porters' troubles declared in the course of his speech that the New Wage Conference that the Pullman company has called to meet in Chicago, is but another effort to destroy the Union possibilities by granting the men sufficient concessions to placate as many of them as possible. He declares that nominees for places as delegates to the conference emphasize that fact. Out of 71 names submitted to the porters for election, there are but 5 sure friends, and one whose intentions are not definitely known; while on the other hand, the list includes 65 names of porters whose allegiance to the company in previous conferences has been so marked as to make them positive enemies of their co-workers.

Bannister's Statement

Totten declares that he sat in a meeting where J. D. Bannister of Philadelphia made an open statement that he "did not care about the niggers, he made his living from white people." W. H. Boggs of Chicago is another reactionary listed among the nominees. "Some are indeed positively ignorant and without enough education to recognize their own name." He mentioned T. A. Jones of Jacksonville, Fla., and W. Hill of Cincinnati as being of this class. He questions the sincerity of T. E. Griffith.

New York.

The names of J. C. Mills of Chicago, M. King of that city, S. S. Wells of Cleveland, M. C. Oglesby of Boston, and H. W. Ridley of San Francisco as being the only names mentioned among the nominees as being real men with the interests of their fellow workers at heart. This announcement met with hearty applause from the porters assembled.

Totten's Statement

In an interview Mr. Totten stated that "the sentiment for the union in

the middle and far West is blazing high. Reports come that the men are holding meetings on the quiet even before organizers reach them. Kansas City and Omaha have gone over the top with their colors flying. The entire populations in the respective cities were stirred by the earnest plea by Mr. Randolph for the necessity, right and value of the Pullman porters organizing. The white press of the West is behind the movement. Not a paper has taken the side of the Pullman Company or been taken in by the silly propaganda that the movement is backed by Moscow.

"S. E. Grain, field agent of the Brotherhood, reports that the sentiment among the men for the organization is practically unanimous. The big metropolitan dailies and the Negro press are rendering yeoman service to the cause."

MAYS RESIGNS FROM PORTER ORGANIZATION

CHICAGO, Ill., Jan. 21.—R. L. Mays for many years connected with the Pullman Porter's Organization has written A. Phillip Randolph, tendering his resignation as a part of the program to organize the men. Dissatisfaction with the plan of management is ascribed as the cause.

R. L. MAYS, IN LETTER TO A. PHILLIP RANDOLPH, TELLS WHY HE WITHDREW FROM PULLMAN BROTHERHOOD

Says Preponderant Majority Secured by Company in Favor of Representation Plan Makes Future Efforts at Organization Fruitless

CHICAGO, Ill., Jan. 25. — R. L. Mays, President of Railway Men's Association, 3659 Michigan avenue, has addressed a letter to A. Phillip Randolph, general organizer of the Brotherhood of Sleeping Car Porters, setting forth his reasons for withdrawing from the movement.

The letter, in full, is as follows:

MAYS' LETTER.

My Dear Randolph:

Am replying to your favor of the 7th instant and, as you will observe, quite at length. As a matter of fact, this is a rewrite of a letter which I wrote to you two days ago and over which I have been sleeping.

After a 'phone talk with Webster this morning I am persuaded that I should write you fully and frankly as follows: Deferring again to your letter, I observe that you say "we are instituting action as per our discussion in Chicago" and that "Frank P. Walsh has guaranteed his services free." In my opinion, and I speak not only from my personal experience but as a result of advice from parties whom I consider as reliable and authoritative as Mr. Walsh, the time has passed when the brotherhood can institute action of a kind which was suggested to you and get results. That the brotherhood has failed to use its opportunity and cannot now serve the men in the matter of meeting the company, or going to the board or negotiating the working agreement.

This is due to the fact that the company has held an election in which at least 80 per cent of the men have voted to sustain

the employee representation plan, according to information I have from the same reliable sources which permitted me to be of service to the movement in the past several months. That is a preponderant majority secured after the company had published the fact that the employees were being balloted, to determine the employee representation. When you did not interfere, as was suggested, it was then you missed your opportunity and the brotherhood failed in its possibility of service to the porters at this time.

With all respect to Mr. Walsh's well-known ability in matters of this kind, both the law, as found in the status of Congress governing disputes between employees and the Pullman and railway companies, and the decision of United States Supreme Court, 1925, sustained me in my opinion, plus to repeat the beneficial opinion of men versed in this business.

Conference was not sought. No request was made to participate in the election of employee representatives. In calling the conference and publishing the dates when election was to have been held, the company threw the door wide open and gave its brotherhood its biggest opportunity.

may. It was not taken; consequently, this particular bit of "bungling," regardless of who is responsible for it, has killed the brotherhood's effectiveness to serve the men now. Of course, the company is going to give the men many improved working conditions and, most likely, a substantial advance in wages. The reaction of this is obvious. I speak simply from experience.

The decision of the Supreme Court above referred to took into consideration the points set up by the railway company part thereto that the company had the right to deal with its employees under an employee representation plan, stating further that the employees had the right to select their own representatives; it happens that the company has dealt with the porters through their plan and apparently been sustained by an 80 per cent vote. This fact would militate against the brotherhood should they now seek conference and endeavor to throw the case to the board.

ORGANIZATION "BUNGLING."

I spoke of "bungling." We here who have been interested with you have and have had an abundance of reason to believe that the whole condition above referred to is due absolutely and entirely either to the impracticable theorizing or vainglorious ambition or little jealousies of certain parties at New York. We have had no personal objection to anyone's ambition, but I must reiterate that I am convinced that the entire breakdown of the movement is due to the poor advice given by parties whom I am unwilling to believe were absolutely sincere and impersonal.

The sentiments I must express to such of the men that inquire from me and to those who have inquired are identical with the above. Possibly you have been mistreated and I doubt whether you can stand the avalanche of adverse criticism which will be directed at the movement once all the men begin to complain, as I know certain of them to be doing now. This letter is open and frank, consequently not confidential

and if you should see fit to criticize my position, realize I have given it to you in all sincerity.

Yours truly,

(Signed) R. L. MAYS.

January 15, 1926.

Randolph Replies to R. L. Mays

To my utter amazement, for I confess I had some confidence in your character, I read your telegrams and release in the Negro papers. You say that "you are withdrawing from the organization because you want to free yourself of any further responsibility and because you feel the Pullman porter readers should know you have quit and the reasons." 1-27-26

From what responsibility do you want to be freed, may I ask, Mr. Mays? You never were a member of the organization, you have no moral right to make any statement concerning the organization. New York, N.Y.

I invited you to speak at the meetings just as I did Messrs. James Weldon Johnson, John Fitzpatrick, president of the Chicago Federation of Labor; Chandler Owen; Fred R. Moore; H. L. Wills, vice-president of the Brotherhood of Locomotive Engineers; Dr. Bagnell Walter Waite, C. Francis Stratford, Dr. W. D. Cook of the Community Church, Hugh Freyre of the A. F. of L., Frank Crosswaith, William Pickens, Eugene Kinckle Jones, J. A. Jackson, etc. None of these men has said anything about the Brotherhood without consulting me. Why should you?

I discussed with them, as I did with you, our purpose of going before the U. S. Railroad Labor Board because I knew that they were sincerely interested in the success of the movement, as I mistakenly thought you were. May I say to you that no influence, now ever powerful, could cause these men to do what you have done. Still, they have just as much right to make a statement on the movement as you have.

As to your suggestion some months ago for the Brotherhood to go before the Labor Board, May I say that I did not act upon it because I realized that your judgment was as unsound then as your hostile attitude is questionable now.

You say that "the Brotherhood has failed to use its opportunity and cannot now serve the men." As one who has tried several different times to organize the Pullman porters and other railroad workers and failed miserably, you are extremely presumptuous in speaking dogmatically about your suggestion being the only road to success. No one is justified in trusting the judgment of a failure. Besides,

you are no authority on procedure before the Board.

Your experience in the labor movement ought to have informed you of the fact that a solid, sound organization is the greatest asset of a group of workers, and that the time has never passed when it is not possible for it to serve the workers.

You say that "the Brotherhood lost its opportunity to serve the men because 80 per cent of the men voted for the Employee Representation Plan." According to this logic there wasn't any reason for ever beginning a union, because the majority of the porters had already voted for the plan and signed an agreement in 1923. Your reasoning is

perfectly childish. You assume that, because the company is supposed to control the porters through the Employee Representation Plan, that that, ipso facto, renders organization of, by and for the porters unnecessary. Is this a recent discovery of yours, or is the wish father to the thought? Your innocence is perfectly amazing.

If organized labor had followed your plan of surrendering because the employers happen to have the advantage at the particular time in their struggle for economic justice, where would it be today? Certainly without a great movement.

You say "the Brotherhood should have intervened in the balloting for the wage conference." This is a mere empty and futile gesture, having merely the appearance of cleverness, but is downright stupidity. It ought to be obvious to you that the Pullman Company, through intimidations, threats and coercion, can and

will control its own wage conference, dominate its elections and hand-pick its delegates. Either your object, as the instrument of the company, was to jockey the Brotherhood into premature action in order that it might be discredited by failure or you are extremely gullible and naive.

You observe that the "company is going to give the porters an advance in wages and improved working conditions." Why echo the obvious. Of course, it will, and for which the porters can thank the Brotherhood of Sleeping Car Porters, and not the Pullman Company. It will serve an added proof that the salvation of the porters lies in the Brotherhood of Sleeping Car Porters.

You indicate that "you must express your sentiments on the matter to men who inquire of you." I agree with you that you must; that is why your case is so pathetic. You say that your letter is not confidential. That's superfluous, for I have nothing confidential with you or anyone else. Your pretense of being so disturbed over the Brotherhood's losing its chance will fool nobody.

Mr. Brother Mays, you were sincerely interested in the success of the movement, why did you attempt to injure the union with your fake resignation, when you knew you had not been a part of the organization? Why were you in such great haste in getting your attack in the press

Washington, D. C., Feb. 1.

Rienzi B. Lemus, president of the Brotherhood of Dining Car Employees, announced last Monday that his organization had been successful in getting the general management of the New York Central Railroad Company to establish sleeping headquarters with recreational and reading room facilities in New York City for dining car employees on its lines. The sleeping quarters are only for employees running between New York and Buffalo, but the recreational and reading facilities may be used by all New York Central dining car employees. These quarters will save these employees more than \$15,000 a year.

The negotiations resulting in the establishment of these headquarters were conducted by Mr. Lemus, S. A. Trueheart, of Buffalo, vice-

president of the Brotherhood of Dining Car Employees and A. R. Bitting, president of local No. 3 of the brotherhood, New York City.

RANDOLPH WATCHING PULLMAN WAGE CONFERENCE

Brotherhood Leaders Stand Firm
Special Press Release of the Brotherhood of Sleeping Car Porters

Contrary to the reports of a Chicago paper that the leaders of the Chicago Division of the Brotherhood of Sleeping Car Porters had deserted the organization, the Local Chicago Organizer, M. P. Webster and the Local Secretary-Treasurer, George A. Price are not only still in the fold, but are stronger Brotherhood men than ever; and have repudiated and denounced the treachery of Mays in unmeasured and no uncertain terms. The Organizing Committee before whom he said he had appeared (a pure misrepresentation since he never appeared before it) has condemned him severely, and reaffirmed its faith in and endorsement of the General Organizer, A. Philip Randolph, and his policies. Since the Mays' attack, the Chicago office of the Brotherhood has been kept going at a breakneck speed in signing up new members. A wave of resentment has swept over the men against this recent effort of the Pullman Company's agents to arrest the progress of the movement.

A Philip Randolph, the General Organizer, is now in Chicago, watching the developments of the Pullman Company's wage Conference. He reports discontent and dissatisfaction on the part of a large number of delegates with the autocratic tactics of the Company. So desperate is the Company over Randolph's presence in Chicago, that it spies on every delegate from morning 'till night fearing lest some of them catch a glimpse of the Brotherhood's leader. Threats and intimidations are being used by the Company to compel the Delegates to sign an agreement on the dotted line. There are some real men in the conference who are raising Cain. But of course, it is a hand-picked outfit and the few independents won't be able to accomplish much.

It is apparent that the delegates were selected and not elected from the fact that agencies like Columbus, Ohio and Grand Rapids, Mich. with only a handful of porters, have one

Labor - 1926

Unions, Strikes, etc.,

PULLMAN WAGE CONFAB

FAILS, WIRES RANDOLPH

According to a telegram received from A. Philip Randolph, co-editor of the Messenger Magazine and organizer of the Brotherhood of Sleeping Car Porters, the Pullman Wage Conference failed Monday, for the first time in history, and that most of the delegates are disgusted. Two of them, he wires, refused to sign the agreement.

An eight per cent increase in wages was granted, but the Brotherhood plans to agitate for a more liberal raise, with \$155 per month as the minimum.

Randolph looks upon the failure of the conference as a victory for the Brotherhood; so does Roy Lancaster, secretary of the Brotherhood, who is in charge of the New York office at 2311 Seventh avenue.

BROTHERHOOD OF PULLMAN PORTERS MAKING HEADWAY IN THE WEST

A. Phillip Randolph, General Organizer of the Brotherhood of Pullman Porters is in the far west accompanied by A. S. Tate, delivering a series of addresses and conducting organizational activities in the interests of the new Union.

They are meeting with considerable encouragement from the public and with almost unanimous enthusiasm from the Porters in the western districts, some districts being organized more than 90 per cent. During their stay in the headquarters of the districts. This was true of both Spokane and Portland.

While in Portland, Mr. Randolph, was invited to address the faculty and student body of Reed College, a white institution on "The economics of the Negro problem". After the talk, he was the lunch guest of the college faculty.

The two organizers are now in Oakland, the most important Pacific coast district.

Randolph Speaks at University of California

At the invitation of a professor and students of the Department of

Political Science, A. Phillip Randolph, Editor of the Messenger, and General Organizer of the Brotherhood of Sleeping Car Porters, spoke on the subject of the "Black and white workers of America," at the University of California, March 2, 1926.

Mr. Randolph pointed out that the modern world made it imperative that the Booker T. Washington doctrine of industrial education for the Negro be supplemented, and re-enforced by the doctrine of industrial organization as expressed through the movement to organize the Pullman porters. He maintained that the notorious East St. Louis riot was not racial, but economic. He expressed great hope for the economic future of the Negro, and for better relations between the black and white workers as the Negro workers become a more active factor in the American trade union movement. Many questions were asked by the students and professors

Brotherhood of Sleeping Car Porters.

Great interest was shown in Mr. Randolph's advocacy of the abolition of the tipping system and for a living wage for the Pullman porters with a view to preserving their manhood and self respect.

Ex-Governor Sweet and Mayor of Denver Address Porters

At a monster mass-meeting of the Pullman Porter's Union Sunday, March 28, in the Zion Baptist Church of Denver, Colorado, Ex-Governor Sweet and Mayor Stapleton of Denver, spoke to stand by it through thick and thin. In the presence of the Mayor, he gave a warm welcome to the Organized Workers of ten and J. C. Collins, field organizer and representative of the Messenger, respectively. He urged the men to listen attentively and weigh carefully the message which Mr. Randolph was about to deliver to them. In glowing terms he extolled the great work of the American Federation of Labor and said that country could never pay the debt which it owes to the Federation for its services during the war and after.

He was followed by Ex-Governor Sweet who forcefully maintained that the Pullman conductors, locomotive engineers, firemen, switchmen and other railroad workers are organized, the Pullman porters ought to organize. He insisted that every group of workers in the country should organize to protect and advance their best interests. He felt that the obligation of the white worker in his organization should be ever to fight to see to it that the Negro received fair play. He emphatically observed that to him a man was a man "a" that or "a" that, in the language of Bobby Barnes. He said that he didn't have a spark of prejudice against any man because of race or color. The talk of the Mayor and the Ex-Governor were vociferously applauded. Dr. C. F. Holmes who presided then introduced

Mr. Randolph, the principal speaker. It was obvious from the reception which his exposition of the aims, objects and methods of the Brotherhood of Sleeping-car porters received that the organization has gone over the top big. Mr. A. L. Totten followed who gave an interesting narrative of some of the problems of the porters from a

porter's viewpoint. Mr. Holsum, president of the organized labor, urged the porters to join the Pullman Porters' Union and

He welcomed Mr. Randolph in the name of the Organized Workers of Colorado and assured the porters of the absolute, sincere and genuine cooperation and support of the Federation. Rev. G. L. Prince, the pastor of the church, warmly welcomed the organizers of the Brotherhood to his church. He told Mr. Randolph that certain men had approached him and some of the trustees with an offer of \$250 of he would not allow Mr. Randolph to speak in the church. It is alleged that the Mayor had also been approached and urged not to permit Mr. Randolph to hold meetings in Denver. The meeting was such an overwhelming success that the opposition has been completely routed. The mayor and Ex-Governor Sweet expressed their genuine interest in the message the organizers presented. Ex-Governor Sweet is planning to have Mr. Randolph address the University of Denver.

KANSAS CITY MO. JOURNAL
MARCH 4, 1926

NEGRO REMAINS LABOR ENIGMA

Effort to Unionize Pullman Porters Stresses Problem.

Recent efforts to unionize the Pullman porters on sleeping cars has served sharply to emphasize the fact that the problem of Negro labor is

one of which few persons have any knowledge. While the census figures show there are from 10,000,000 to 12,000,000 Negroes of the United States, as a matter of fact there are 2,000,000 more, the hidden millions being on the "white" side of the color line; men and women who have so much white blood in them that when the census taker comes around he accepts them as Caucasian and they do not deny it.

These individuals are working, particularly in large cities such as New York and Chicago, side by side with white employes, but at night they go home to the black belt. They are achieving what their race has longed for—race equality, even though they achieve it by subterfuge.

Becomes Greater Factor.

Negro labor has become, increasingly, a great factor in the industrial world. It has broken most of the large strikes of recent years; therein it has become a peril to the American Federation of Labor. The A. F. of L. has made in times past many sopradic efforts to organize Negro workers. The officials of the A. F. of L. have preached unionism to them, but while these officials have urged the benefits of unionism they have been singularly impotent in inducing the white laborer to work side by side with a Negro.

The latter who have listened to this siren song and have been led to the top of the mountain of unionism from which they were promised a view of the promised land, found an ice slide on the other side of the mountain.

The new union enthusiasts, generally celebrated by calling a strike, and in every case, when the strike was over, they found their jobs filled by white men. So the efforts of the American Federation of Labor to conduct a successful campaign among Negroes have not generally met with much success, because no matter what his limitations may be, he has a retentive memory in matters of this kind.

Unions Object to Him.

The American Federation of Labor officials, of course, tell him that the only hope for him is in the union but as every union is autonomous it can say who may join the union and the general federation officials have no power whatever in this direction. So the federation is faced by a dilemma with two horns: Whether it is better to have the Negro on the outside as a strikebreaking menace or to have him inside as a bell raising family nuisance.

Sam Gompers, in the last few years of his life, raised a bitter vocal warfare, first, against Socialism, and, later, against communism. President Green, his successor, at the annual convention of the federation at Atlan-

tic City last summer made a bitter attack on the "reds." It is a fact that today, communism among the whites in the United States is at a somewhat low ebb. The soviet authorities realized this some time ago and decided to try their luck with the Negro race in the United States. Active propaganda started through some of the white soviet leaders in this country.

Russ Are Interested.

This was no new departure for Moscow. Students of the world politics know of the interest taken by Moscow in all the uprisings of the colored races all over the world. They were very active in China during the student's revolt; they sent emissaries to Morocco last year offering to furnish any aid they could to Abd-el-Krim. They took an active part in the Syrian revolt against the French and at the present time have their organizers in South Africa working on the Kaffirs. In other words, it is their world policy to show an interest in any revolting nationality and particularly in the colored races who are engaged in revolutions, political, actual or social.

So when the soviet plan of campaign was turned down by white labor in America, they began to cultivate the Negro, who since the war has made tremendous progress in mechanical craftsmanship. Since the war, too, the Negro has become at least 100 per cent more vocal for racial equality. The race newspapers have grown in number, circulation and influence, and many of the newer and more virile of these publications are edited by young Negroes who have had college education. The Negro colleges and universities have turned out hundreds of students saturated with what they call the "new race thought." While none of these papers is avowedly communistic, many of them have a pink tinge.

Congress Held Last Year.

The first attempt to organize a block of Negroes was started last August, when a Negro named Philip Randolph of New York launched a movement to unionize the 12,000 Pullman porters. He used for this campaign a magazine called The Messenger, which he publishes in New York. Randolph is a Socialist and, until recently, his magazine was supported by contributions from the radical Socialistic labor union of New York. During the war, his utterances in this magazine were of such character that he was exceedingly fortunate to escape serious trouble with the government authorities.

Until late in the fall one of his associate editors was Lovett Fort Whiteman, who was the moving spirit of a labor congress in Chicago last

fall. His magazine contained editorials eulogizing the soviet movement and shouted "on with the soviet dance." The issue of the Messenger of last August contained an editorial headed The Conquering Riffs, which wound up with the declaration that soon the rising tide of colored people the world over would overwhelm the whites and that the world would be ruled by men of color. Among other things in its columns were attacks on Booker T. Washington and other leaders of the Negro race.—Los Angeles Times.

The Pullman Porters

THE Brotherhood of Sleeping Car Porters has announced that it has organized 65 per cent of the porters and maids employed by the Pullman Company. After due allowance for any statistical optimism in the premises, the showing remains impressive. The union was organized last fall, and to gather in a majority of the employees of a nation-wide service in the space of seven months remains an achievement of no uncertain magnitude. As an American Federation of Labor speaker pointed out at a recent meeting of the porters, many a union has worked for seven years and for three times seven years without succeeding in securing any such percentage of union members among the total employed in its field.

The porters are organizing for certain specific and immediate objectives. Instead of allowing the public to underwrite the Pullman Company's pay roll by giving in tips (sometimes) the difference between the \$72.50 a month the porters are paid by the company and what it costs them to support their families, the union wants a living wage. It wants, instead of the possible 400 hours a month the porter may be called upon to work, hours and "run" schedules more suited to the needs of a human being—even if there is a chemical deposit in the pigment of his skin. It wants a place provided in sleeping-cars where this human being may occasionally secure a little sleep—when his interminable duties do not for the moment claim him. These are reasonable demands, and nobody with a spark of decency in his heart can do less than wish the porters godspeed in their fight.

But over and above these specific objectives there looms a larger issue. In all their organization work the officials of the Porters' Union keep this issue constantly to the fore. It has been claimed that the black man is unorganizable. Again and again unscrupulous corporations have recruited from his ranks the "scab" labor which breaks, or tries to break, a strike of white workers. Consequently white workers, and particularly the leaders of white workers' unions, have had their more or less inbred racial prejudice intensified by this unhappy fact. The difference in pigmentation has thus got into the arteries, and brewed no little bad blood. If the porters can organize their industry, hold their ranks, prove their fighting ability in the interest of the working class, it will have a profound effect on the attitude of white organized labor. And it will have a profound effect

on the organizable capacity of Negro workers in other industries. These men who punch our pillows and shine our shoes and stow our bags under the seat bear in their black hands no little of the responsibility for the industrial future of their race. Whatever greetings we may give them because we believe in their immediate objects must be increased tenfold when we realize the full import of their movement.

THE BROTHERHOOD OF SLEEPING CAR PORTERS

THE BROTHERHOOD OF SLEEPING CAR PORTERS DOES NOT FEAR PASSING OF RAILWAY LABOR BOARD

New York City, May 15—To the leaders and members of the Brotherhood of Sleeping Car Porters, the passing out of existence of the United States Railroad Labor Board makes little or no difference in the outcome of the Pullman porters' and maids' struggle for a living wage, decent working conditions and more.

From their headquarters, 2311 Seventh Avenue, a spokesman for the organization today issued the following statement: "Of course, our plans of procedure included taking our case before the Board as was done by the Pullman Conductors. Our success before the Board, however, depended upon the strength and firmness of the Porters' claims; the passing of the Board is by no means a refutation or weakness of the facts as set forth by the Brotherhood of Sleeping Car Porters. Namely, (1) that the Porters and Maids furnish the only commodity which the Pullman Company sells. (2) That the wages paid these workers force them to exist on a scale far below the standard of living set by the Government of the United States. (3) That the company is guilty of practicing rank exploitation of a race. (4) That the Employee Representation Plan is a Company Union in disguise, which functions marvelously well in the interest of the Company and not in promoting or safeguarding the interest of its employees. (5) That the hours of work are unbearably long. That the Porters work from two to seven hours each run on certain lines without being paid for their labor. And lastly, that the Porters and Maids desire to have a Union of, for, and by themselves. These claims will have to be met and answered by the Pullman Company, whether it does this before a tribunal called the United States Railroad Labor Board or before the new agency

created to supplant the Board, or around a table with qualified representatives of the Brotherhood of Sleeping Car Porters.

"We feel that in the passing of the old Board and in the creation of a new one, the Brotherhood is in a stronger and more strategic position to secure justice and a square deal for the 12,000 Negro Porters and Maids working for the Pullman Company.

Service Referendum

Started By Sleeping Car Porters' Union

The Brotherhood of Sleeping Car Porters, through the agency of Frank P. Walsh, Donald Kienberg and C. Francis Stafford, attorneys for the Brotherhood, is instituting a referendum vote by porters and maids as a preliminary to presentation of demands before the new Railroad Labor Board. In the referendum, twelve questions are put to the porters and maids of the Pullman service, and in the event these employees answer favorably, the Brotherhood will ask for a conference with the Pullman Company. A failure of conference will mean the filing of an expedite statement with the Mediation Board.

Questions submitted to the porters and maids include:

- Do you want the payment of a living wage and better working conditions?
- Do you want pay for preparatory time, terminal time, delays and doubling?
- Do you want a simplified time sheet?
- Do you want the plan of employee representation of the Pullman Company or the Brotherhood of Sleeping Car Porters?

Labor-1926

Brotherhood of Sleeping Car Porters.

Inspired By Union Movement Of Pullman Porters, Race Miners Are Ready To Act

Courier 12-17-26 Pittsburgh, Pa
Sentiment in Favor of Joining United Mine Workers Grows as "Propaganda" Methods of Opponents is Shown.

Whatever doubt there was in the minds of the colored coal miners of Western Pennsylvania as to the advisability and feasibility of joining the United Mine Workers of America that doubt disappeared totally this week when the news got abroad all over the United States of America that the Pullman Porters, ten thousand strong, had perfected a union of their own for the purpose of bettering labor conditions, stabilizing wages and fixing working conditions for themselves. When the word was broadcast throughout the public press that the Pullman Porters had come together in a union, the effect of the organization upon the minds of the colored men of the United States was at once apparent. If the Pullman Porters, which is the most intelligent unit of Negro labor in this country, sees the necessity for forming a union for their protection, certainly the coal miners could not escape the conclusion that the same conditions ought to move them to greater effort in their desire to unionize. The activity among the colored men in Western Pennsylvania was stirred to greater heights last week when the National Labor Tribune, edited by one Mr. Vichenstein, put the colored man on the front page for the first time in the history of the paper. Some of the men laughed out loud and called attention to the fact that the Tribune did not even have a printer's label on it anywhere, thus fixing the status of the paper as a capitalistic mouthpiece with an editor who has never taken interest in Negroes in his life and never before put the name of a Negro on the front page of his paper for any cause whatever. Some of the men in their meetings read the paper and yelled "Three cheers for The Pittsburgh Courier, because if it had not been for The Courier we never would have been on the front page of the National Labor Tribune." The very fact that the National Labor Tribune took up the fight against the colored men forming a union was enough evidence to the colored men in Western Pennsylvania that The Pittsburgh Courier knows what it is talking about and is absolutely right

demand that cannot be met by these inexperienced coal diggers. The union men are jubilant over the success they have met thus far. Mine district after district is reporting successful achievement among the men and since an effort was made to keep The Pittsburgh Courier out of certain mining districts, the men have become more determined than ever to get The Courier and read and send them a copy of it.

Labor Tribune to let him know just how the colored men feel toward this movement.

All kinds of scarecrow reports are being put out to frighten the men away from the union. It is said that the editor of the National Labor Tribune even put out the report that the vice president of the United Mine Workers was a Ku Kluxer and when he was asked to meet the vice president and face him with this fact, he backed down flatly and said, "I am not a Ku Kluxer and I don't want you to think I am." Whenever a man makes a statement and he is asked to meet the person accused face to face and repeat his statement, it has always been the conclusion of the public that such a man is either making false statements or he is afraid to face the music. Any man who can go below the surface of the earth and dig coal for a living is not afraid to face any kind of facts or fiction.

The organization is gaining every day. Men are joining and are making it known that they intend to stand by the union and no amount of propaganda put out by any kind of newspaper is going to stop the colored men from seeing the light which has been held aloft by their white brothers in the mines during all of these years.

AMERICAN LABOR BEHIND BROTHERHOOD OF PORTERS

Guardian
"The American Labor movement is standing behind the Brotherhood of Sleeping Car Porters," says a statement issued from Brotherhood headquarters. The statement continues:

10-22-26
"This movement is becoming more and more unassailable as endorsements come in from labor groups who recognize the importance of the organization of this group of colored workers. Scores of labor unions, representing millions of trade unionists, have passed resolutions or otherwise endorsed the Brotherhood."

Boston Mass
The Brotherhood of Railway Trainmen, W. G. Lee, president, is among the number.

Meeting Attended By 2,000 In New York; New Record In Organization Is Hung Up

Porters See Victory in Fight for Higher Wage and Better Standard of Living.

By FRANK R. CROSSWAITH
Special Organizer, B. S. C. P.

NEW YORK, Sept. 2.—Negro Harlem had a new and unique experience on Thursday last, when at about mid-day, it witnessed a well and long advertised parade of Pullman porters, led by some of the local Pullman officials—who, of course, did not walk—and by a band of music. Behind these marched six Negroes, only one of whom was a porter. The parade is an annual affair and part of what is known in the service as Field Day, when all available porters and maids in the city at the time, with their families are taken out to a park and given free (?) ice cream, cake, punch. Dancing and racing are also engaged in. The occasion has always been a well attended affair and attracts a large number of Negroes. This year, however, it was the most pathetic spectacle that Negro Harlem has ever witnessed.

As a significant contrast to this, on the evening of that same day in the cool and spacious auditorium of St. Luke's Hall, 2,000 Pullman porters and maids with their families gathered to celebrate the first anniversary of the birth of the Brotherhood of Sleeping Car porters. The spectacle presented was one that will live a long time in the memories of those who were privileged to be present, and marks too, the opening of a new chapter in the struggle of the Negro to free himself from some of the handicaps forced upon him by 250 years of actual slavery and by 65 years of treatment based upon his years of servitude.

The Brotherhood was organized in New York on the night of August 25, 1925, for the specific purpose of bringing economic relief to the 12,000 porters and maids who work for the Pullman Company. In this, it was not unlike all other economic movements of working men who sought a surcease from their conditions. However, it was plain to those who are in any way acquainted with the peculiar psychology both of the Negro and White America, that the career of the Brotherhood, while following mainly that of all other labor organizations, would be forced by psychical pressure and by the pressure of the custom to take on somewhat a racial tinge, thereby introducing into the American labor movement a decidedly new and interesting experience, which should

the porters' union were high Negro dignitaries of the church, Negro educators, Negro politicians, heads of Negro fraternal organizations and social institutions. That these men and these institutions will be called upon by an aroused and thinking people to explain why the dollars of a corporation were placed above the rights of their race is a certainty.

In one year's organization campaign, the Brotherhood has chalked up a new and high record for the American labor movement. More Negroes have been organized in that time than has ever before been accomplished in the history of American labor organizations. It has definitely introduced the technique and message of trade unionism to the Negro. It has done more to spread education for social justice among both races than any other organization. It has forced the Pullman Company to grant a wage increase to the porters and maids. It has increased the respect of the traveling public for the Pullman porters and maids. It has assumed ascendancy in interest over all Negro movements and institutions in the United States. It lays claim to being the first organization of workers to have completely outmaneuvered and defeated an already established and deeply entrenched "Company union." In toto, the Brotherhood of Sleeping Car Porters has advanced many pegs higher the status of the Negro race in the United States. It ends its first year of experience with the following achievements in addition to those mentioned above.

1. It forced the company to call a wage conference last February under the Employee Representation Plan and grant the porters and maids an eight per cent increase, thereby raising the pay from \$67.50 per month to \$72.90.

2. It forced the Company to revise the Time Sheet with a view to removing basis for criticism on same.

3. It has forced the local officials to become quite lavish with courtesy and attention.

4. It has carried the message of labor unionism to over half a million black and white workers from August 25, 1925, to August 1, 1926. Over 500 meetings have been conducted from origin of the movement up to date. The meetings have ranged from 100 to 2,500 or more. Thousands of Negroes addressed had never heard a talk of organized labor before. Many of the Negro preachers did not know what it was all about except that some "black reds" were coming to town to urge the insurrection among Negroes. That was the propaganda of the company. It is estimated that there were over 60,000 persons at the opening of the Sesqui-Centennial, at which the General Organizer spoke, May 31st. He stressed the cause of black labor. Herbert Hoover, Secretary of Commerce, and Frank B. Kellogg, Secretary of State, the

other speakers, stressed the prosperity of the country.

5. The case of the Pullman porters in particular, and the Negro workers in general, has been presented to central labor bodies in various cities, as well as to individual trade unions. A large number of white workers said that they had never before seen a Negro advocating the organization of Negro workers.

6. The Brotherhood has secured entrance into a number of Negro churches.

7. The case of the Pullman porters and the Negro workers has been presented in addresses to Reed College in Portland, Ore.; a body of students of the University of Denver, and a group of industrial Young Women's Christian Association girls; University of California; University of Southern California; Chicago University; University of Minnesota; the fraternity of law students of Howard University; the National Association for the Advancement of Colored People's Convention, together with a large number of liberal and labor forums through the country; also to a number of Negro business clubs; National Federation of Colored Women's Clubs; the Shriners and Knights Templar in convention.

8. The Brotherhood has secured the endorsement of the National Association for the Advancement of Colored People in convention assembled; the leaders of the National Urban League; the Chicago State Federation of Colored Women's Clubs; the Thirty-seventh Annual Session of the Grand Lodge of the Knights of Pythias of New York state; the Empire State Federation of Colored Women's Clubs; the Brotherhood of Federal Postoffice Employees; National Young People's Baptist Union; the Trade Union Committee for Organizing Negro Workers; the National Federation of Colored Women's Clubs.

9. During eleven months of organization and agitation, over three million five hundred thousand pieces of propaganda literature have been circulated.

10. Over seventy-five thousand miles of territory have been covered by the organizers.

This, then, is the record of the first year of the first and largest group of Negro workers to be organized in the United States. This record is one that will shine brighter with the passing of years. It will stand as the first definite proof of the fact that a new Negro has at last arrived in the United States. Historians in the future cannot overlook the Brotherhood, and the future generations of Negroes will gain fresh courage and inspiration from this fact.

Urban Porters Organize Union.

Under the Leadership of A. Phillip Randolph, the Pullman porters of Los Angeles have been organized into a new union, the Brotherhood of Sleeping Car Porters. More than 70 per cent of the porters in the Los Angeles district are members of the new union.

This is considered an achievement in labor organization among the colored people. Randolph conducted a personal organization campaign that took him into every district, where he enlisted the co-operation of his fellow porters.

With Frank P. Walsh and Donald Richberg, he is now preparing a case for the porters, asking for a wage that will support their families without dependence on tips and for a schedule of work that will not compel loss of health through lack of sleep.

The Big Four brotherhood, the American Federation of Labor and many other organizations, have endorsed the new union.

Labor-1926

California

Unions, Strikes, etc. BLACK AMERICANS ARE URGED TO FORM UNION

Following threats to boycott all Los Angeles hotels unless they yield to their demands and discharged all non-union culinary workers, and employ only members of their union and operate under union rules and regulations, union agitators have renewed their efforts to organize Black American hotel carriers and teamsters into unions, it is reported.

This last attempt is one of many in the past, to all of which, members of the union have not been favorable.

JAPANESE WINNING FREEDOM TO WORK

Oregon Court Establishes That
Local Prejudice May Not
Nullify Alien Rights.

NEW COAST RUM SCANDAL

Indictment of Green Ends Another Futile Attempt to Keep
Enforcement Office Clean.

LABOR OUTRAGES GROWING

Union Effort to Put San Francisco
Again on a "Closed Shop" Basis
Shows Increasing Bitterness.

By ALFRED HOLMAN.

Special Correspondence THE NEW YORK TIMES.
SAN FRANCISCO, July 31.—The right of Japanese to work in the United States to work where and when they will, and under whatever conditions may please them, has been established definitely by action of the United States District Court for Oregon.

The case with respect to which judgment has just been rendered grew out of an anti-Japanese agitation at Toledo, Ore., in July of last year. A group of Japanese had been brought

to Toledo to work in a sawmill operated by the Pacific Lumber Corporation. Their presence was resented by a faction of the local population, and, following a series of noisy meetings, a mob headed by Mrs. Rosemary Schenck, former State President of the Women's Relief Corps, proceeded to the houses of the Japanese and forcibly ejected them. There was no bloodshed, but there was threat of violence, and it was brought out in evidence that one Japanese was knocked down in his own house.

The Japanese went away and a little later brought a series of suits for damages, charging conspiracy and violence.

Victory for Aliens.

The first case, that of T. Ogura, suing six residents of Toledo for damages in the sum of \$25,000, has been decided favorably to the plaintiff, but in the reduced sum of \$2,500. This verdict has been confirmed by Judge Wolverton. Suits brought by three other Japanese men and one Japanese woman are set for trial at the September term of Judge Wolverton's court.

It is a case in which justice has been done; and there is moral emphasis in the fact that the determination was at the hands of a jury, supplemented by judicial confirmation. Undoubtedly the verdict will make for international comity in that it establishes in practical working force the rule that aliens—Japanese and other—legally in the country have rights which may not be nullified by the will of local populations. It further establishes practical as well as theoretical protection under guarantees of international treaties.

Commenting on this outcome, The Portland Oregonian remarks pertinently: "This verdict is a vindication of our institutions, which hold out promise of exact justice to the weak without regard to the superficial popularity of a cause."

It is expected that the cases waiting upon the September term of the United States District Court will be compromised either upon the basis of the verdict in the Ogura case or upon terms more favorable to the defendants. It is understood that the Japanese are not so much interested in recovering damages as in establishing their rights.

Prohibition Scandal.

The latest in a series of scandals in the San Francisco prohibition enforcement office has just developed in the indictment of Ned Green on eleven counts. Green, formerly an officer of the army, came to San Francisco ten months ago as Chief Prohibition Administrator for this district, under appointment from General Andrews, national head of enforcement operations.

Green's indictment at the hands of a Federal Grand Jury alleges that he "feloniously embezzled and converted to his own use" property listed in

twelve counts. The property in question consisted of lots or parcels of whisky, gin, champagne and various kinds of wine. The allegation is that these liquors were obtained by Green's agents through confiscation and that they were used by him at his apartment in San Francisco for the entertainment of "wild parties" of men and women.

Green's first response to charges unofficially made against him was that he was the victim of a "frame-up." He is quoted as saying: "I have been mentioned prominently to succeed General Andrews when he leaves office. The investigation coming at this time will so discredit me that I can never get the post."

His Right to Entertain.

Later, when it became evident that the case was to be fully aired, Green changed his tactics, declaring that although head of the prohibition enforcement office here, he had not lost his rights as a citizen to entertain his friends when and how he pleased. He was, he said, "no prude." While rarely drinking himself, it had been his custom always to offer to his friends when they come to see him whatever he thought might add to their pleasure.

The liquors which he had dispensed in hospitality had been left at his rooms by friends (presumably members of the enforcement squad), and it was none of his concern how they got them.

Inferentially admitting that liquors found in his rooms had been obtained by confiscation, he declared that as custodian of seized liquors he had a right to keep them where he pleased and that it was as legitimate to store them in his private apartment as anywhere else. No liquors officially in his custody, he declared, had been given to his guests or otherwise used by him. The Federal jury had taken another view of the matter. The indictment sets forth a list of alleged misappropriations of confiscated liquor, with dates, brands and quantities, and it is alleged that witnesses are at hand to substantiate all charges.

Office Hard to Keep Clean.

In the period covered by the Eighteenth Amendment and the Volstead act there have been no less than seven heads of the San Francisco enforcement district, and in all but two instances these several administrations have blown up in scandal. One after another the commissioners—not to mention the minor agents of the service—have proved to be either incompetent or dishonest or both.

An incident suggestive of the character of the enforcement service recently came under my personal notice. A citizen of San Francisco had made a considerable purchase of "wet goods" from a bootlegger who was so indiscreet as to keep books in which were recorded the names of his patrons and the transactions had with them. He was caught red-handed and his records confiscated. A little later the citizen above referred to was visited by an agent of the enforcement office to the end of bringing him into the case as a witness. Wishing to avoid publicity he let loose upon his visitor a line of social blandishments, including a generous treat from his cellar.

Under the warming influence of hos-

pitality given and received, the host gave his guest an account of what he had in stock, with the statement that his most serious deficiency was brandy. Interchange of confidences grew with the passing hours and before the prohibition agent left the house he sold his host two cases of brandy. The purchaser was interested to note that the deliveries, made at a late hour the following night, bore evidence of having been appropriated from the stock of a neighbor.

Good Men Hard to Get.

One of the difficulties of enforcement hereabout has been the character of the men employed in that work. The job is not one to the liking of men of character. Even ardent friends of prohibition are loath to engage in activities which at their best call for the qualities and the methods of the snoop-ing detective. In organizing and recruiting the service resort must be had to persons of questionable character and of low standards. Too often this statement applies not more to men picked up from anywhere and everywhere than to men named by the organizations favorable to prohibition. Enthusiasts for enforcement brought into the service on recommendation of these organizations have had their full share in scandalizing the service. It is characteristic of the superzealous mind to pursue reform work under the theory that the end justifies the means.

Labor War More Bitter.

The "labor war" in San Francisco, begun last March by a strike of union carpenters, continues with increasing bitterness and is attended by daily outrages of which non-union workmen are the victims. Each working day adds a fresh incident to the tragic record. Groups of thugs ride about in motor cars calling in force upon isolated construction jobs and beating up non-union workmen.

The list of assaults now extending through many weeks runs close to two hundred. Men whose offense is that of working upon their own contracts and at wages on a parity with or higher than the union scale have been assailed. Two have died from injuries and many others have been incapacitated or otherwise cruelly dealt with. Declarations by the Mayor and the Chief of Police have been positive enough. None the less the assaults continue. The inspiration of this warfare comes from headquarters at Indianapolis, and it is openly asserted that the thugs engaged in it are paid from the same source. That they are paid by somebody is clearly evident.

"Closed Shop" Sought.

The purpose is to re-establish in San Francisco the reign of politico-unionism that for years held authority over the City Government, including the police.

It will be remembered that that régime was illustrated in the famous graft scandals of more than a decade back and that it was terminated by a moral uprising that established in local industry what was styled the "American plan," whose fundamental principle is the open shop. Under the necessities of the situation the unionists accepted the American plan, but unwillingly, and in the succeeding

period there has been a sustained but smoldering resentment. Nominally the strike of last March related solely to the issue of unionism, no demands being made on the score of wages or other conditions of labor. But the determination of the union authorities at Indianapolis headquarters is that of re-establishing the closed shop in San Francisco.

The practical difficulty of ending the present situation is that a large faction in the police administration and several Police Judges are in sympathy with the strikers. Now and again where incidents of outrage are flagrant arrests are made; and now and again some slight punishment is imposed upon the assailants of non-union workmen. But official activities in behalf of law and order are half-hearted, and in the greater number of instances the thugs are not brought to bar, and when in rare cases there is pretense of punishment it amounts to little more than pretense.

In the meantime construction operations in San Francisco are restricted. Where the number of non-union men employed is sufficient for protection or where building operations are in the heart of the city, the strike is ineffective. But in isolated districts where workmen are open to attack there is little doing. It hardly needs be said on the part of decent and orderly elements that the situation is resented, but these forces have not yet come into sufficient coordination to put a stop to a state of affairs not merely discreditable but disgraceful to San Francisco.

Labor - 1926

Canada

Unions, Strikes, etc.,
**Canada Ousts Dining Car
Waiters Who Planned Union**

TORONTO, CANADA (A. N. P.)—
The Canadian National Railroad or-
der replacing Colored Dining Car
crews with white employees on the
International Limited has gone into
effect.

After American
During the week, as the Inter-
national Limited, which runs from
Montreal to Chicago via Toronto
and Detroit, passed through Toron-
to, colored waiters were removed
and replaced with white waiters,
resulting in numerous colored men
being thrown out of employment.

7-17-26
Baltimore Md
The drastic order was without
warning, for sometime ago Sir Hen-
ry Thompson, president and general
manager of the Canadian Govern-
ment Railways in an address said
"Canada wants no color problem,
and colored people should be dis-
couraged from migrating here."
The order emanating from the Din-
ing Car Superintendent's office de-
clares that "the colored waiter does
not give satisfactory service and is
generally inefficient. However,
none of these things were brought
forward until the colored waiters
attempted to confer with their su-
periors in regard to equal wages
with white waiters on other lines."

Labor - 1926

Unions, Strikes, etc.,

URGES NEGRO LABOR BOARD AT CAPITOL

Washington, D. C., Feb. 2.—
With a report in favor of the Dyer
anti-lynching bill and legislation
authorizing the creation of a Ne-
gro industrial commission prom-
ised by members of the judicial
committee of the House of Repre-
sentatives, two of the policies of
President Coolidge and his prede-
cessor, the late President Hard-
ing, with regard to the colored
citizens of the United States will
be started on their legislative
journey.

Both presidents have been out-
spoken in their approval of these
two measures, believing them to
be of vital importance in promot-
ing better relations between the
two races and in the betterment
of the economic status of Negroes
in this country.

Commission Of Five Members

A commission of five members
at least three of whom will be
members of the Negro race, is pro-
vided for under the bill presented
before the house by Representa-
tive Graham at this session. Hold-
ing office for a term of four years
at an annual salary of \$5,000, the
commission would be charged with
the duty of investigating econom-
ic conditions of the Negro and la-
bor problems in which the race is
interested. It will also be con-
cerned with the general welfare of
colored workers in industrial pur-
suits.

In addition the commission is di-
rected "to give aid and to encour-
age the general uplift of the Ne-
gro; to work out plans for the so-
lution of the different problems
confronting the Negro race of the
United States, and to consider all
questions pertaining to the Ne-
gro that may be referred to it by
any federal department.

Finally the commission is order-
ed "to disregard ethnoshrdlppppp
ed "to discourage bolshevism wher-
ever it may exist," and to "formu-
late a policy for mutual under-
standing and confidence between
the races."

Both President Harding and

President Coolidge have been
strong in their support of this
measure, both having included the
proposal in their messages to con-
gress.

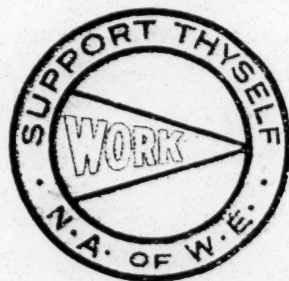
Backed by these pronounce-
ments, therefore, the house judi-
ciary is planning to submit the
proposal to the house for consid-
eration as one of the elements in
the administration legislative pro-
gram.

The National Associa- tion of Wage Earners, Incorporated

Miss Nannie H. Burroughs, Pres.

A Labor Organization With a Con-
structive Program. Headquarters
located at 1115 Rhode Island Ave.
N.W.

Miss M. M. Kimball, Publicity Director



WAGE EARNERS TAKING ON NATIONAL ASPECT

The National Association of Wage
Earners is taking on a truly national
character insofar as membership is
concerned. Applications are being
registered from every part of the
country. Since a large part of the
workers are unskilled, training is the
keynote to success. The week has
witnessed several additional appli-
cants for training as maids.

The school specializes in the ser-
vice of dinner parties, luncheons, and
the like. The housekeeper is making
the headquarters a demonstration ex-
hibit of the possibilities in this direc-
tion and invites a "lift" from mem-
bers. This is especially desirable be-
cause the visiting list is growing each
week. These visitors mean additional
channels of employment, as a rule.

The Sunday School Union and the
Christian Endeavor Society have both
been progressing with religious activi-
ties at the building.

HOW RAILWAY LABOR ACT WILL WORK

By DONALD R. RICHBERG

Counsel for the Standard Organized Railway Employees

(Taken from The Railway Maintenance of Way Employes)

The first result of the new Railway Labor Act is to abolish the Railroad Labor Board. The Act goes into effect on the day when signed by the President. At once the old Board ceases to exist; and, the duties and powers of its members and employees end, although their salaries will be paid for 30 days longer.

All the Board records are to be held temporarily by a custodian appointed by the President and then delivered to the new Board of Mediation when its members are appointed by the President and confirmed by the Senate.

There will be five members of the New Board of Mediation, all serving eventually for terms of five years at a salary of \$12,000 a year. The first members will be appointed for one, two, three, four and five years.

All disputes pending before the Board when it passes out must be handled in accordance with the new law, which means that conferences should be arranged promptly between the railroads and the organizations involved for the settlement of these pending disputes by negotiation if possible.

If a prompt settlement is not obtained the disputes should take the course of adjustment, mediation or arbitration indicated in the new law.

PERFECTING THE MACHINERY

What are the steps to be taken by the organized employees to promote and protect their interests under the new law?

In the first place there are certain fundamental actions necessary to perfect the machinery of the law which require co-operation between management and employees.

1. The Act makes it the duty of carriers and employees "to exert every reasonable effort to make and maintain agreements," and to adjust disputes arising out of application of agreements or a desire to change agreements.

If there is in existence an agreement between a railroad and a group or craft of employees which is accepted by both sides—this primary duty has been performed. But if there is no agreement which both parties recognize and there is a controversy over the making of such an agreement, the first question which may arise is: How is an agreement to be obtained?

The law provides that all disputes (which includes a dispute over making an agreement) shall be considered first in conference between "representatives designated and authorized so to confer."

SELECTING REPRESENTATIVES

The second question that may arise is: "How shall representatives be designated?"

The law provides that "representatives shall be designated by the respective parties in such manner as may be provided in their corporate organization or unincorporated association; or by other means of collective action, without interference, influence or coercion exercised by either party over the self-organization or designation of representatives by the other."

This means that the employees have the right to organize in any manner they desire and to select representatives who shall be entitled to a conference upon any matter appropriate for consideration between employer and employee.

If employees are organized in national or international unions, they may designate their representatives in accordance with their organization's laws and practices. If they are voluntarily organized in a system or local union, or any other form of association, they may be represented in accordance with their association laws. If they have no permanent organization, but form a protective committee, they may be so represented.

The principal point to be emphasized is that employees must be permitted to organize and to choose their representatives with entire freedom from managerial "interference, influence or coercion."

NEGOTIATING AGREEMENTS

What rights may be exercised by these employee representatives?

First, is the right to obtain a conference. It is the duty of the management within 10 days after receiving notice of a desire to confer, to fix a time and place for conference—on the railroad line and within 20 days from receipt of notice. (This requirement may be changed by agreement.)

Second, a reasonable effort is required to settle the dispute.

It should be made clear that a railroad is not required to make a different agreement with every group of employees that chooses representatives and seek conference. Clearly a uniform agreement should be made to apply to all employees similarly employed. It would be good managerial policy to negotiate such an agreement with the representatives of as many employees as possible engaged in such work.

The law does not compel the management to make an agreement with any specified representatives. But it does require a conference with any properly authorized representatives who seek conference in order that every reasonable effort should be made to reach agreement.

It may be assumed that the Board of Mediation would support the wishes of a majority of employees as entitled to greater consideration than the wishes of a minority.

APPEAL TO THE MEDIATORS

If employee representatives are unable to settle in conference any dispute (including a dispute over making an agreement) they can then seek the aid of the Government Board of Mediation, provided, however, that grievances or disputes over the application or interpretation of existing agreements should first be handled as follows:

(a) "Up to and including the chief operating officer of the carrier designated to handle disputes." If not settled then—

(b) "Referred to the designated adjustment board," if such a board has been established.

The services of the Board of Mediation may be invoked in all disputes over the making of an agreement or the change of an agreement, which can not be settled in conference. No Adjustment Board has jurisdiction over such a dispute.

BOARDS OF ADJUSTMENT

2. The law provides that Boards of Adjustment shall be created by agreement and the principal provisions of such an agreement are set up in the law. These Boards are to be composed of an equal number of management and employee representatives and have jurisdiction over the carrier or carriers, and groups of employees making the agreement. They may be either system boards, regional boards or national boards, according to the terms of the agreement.

The creation of these Boards is one of the first duties imposed on railroads and employees in order to complete the machinery for adjusting disputes. Therefore, conferences for this purpose between employee representatives and carrier representatives will follow in due course upon the taking effect of the new law and the standard organizations may be expected to advise their membership regarding appropriate and desirable procedure in this matter.

When these Boards of Adjustment have been established the agreements creating them will detail the procedure for adjustment of all grievances and disputes over the application of agreements. In any case where a Board of Adjustment fails to reach a decision, the services of the Board of Mediation can be invoked by either party.

NO FORMAL HEARINGS

3. The most important fact to understand about the Board of Mediation is that it is not a tribunal like the Railroad Labor Board to which disputes can be referred for a "decision."

When mediation is requested, or the Board offers its services, there will be no formal hearings with the presentation of evidence and arguments before the Board sitting as a sort of court.

A member or members of the Board will investigate the dispute informally and usually at the place where it has arisen and bring the pressure and aid of impartial public officials into the controversy for the purpose of bringing about an agreement—thus carrying out the purpose of the law that all differences shall be settled by agreement.

If the Board of Mediation can not induce the parties to reach an agreement directly, its final action will be an effort to induce them to agree to submit the dispute to arbitration. If this is accomplished the result again will be a settlement by agreement—that is, an agreement to abide by the decision of a Board of Arbitration.

SETTLEMENT BY ARBITRATION

4. When arbitration is agreed to there is a very careful provision in the law for assuring a fair and decisive settlement.

The parties select one or two arbitrators each (according to whether they agree upon a board of three or six).

These selected arbitrators have five or fifteen days in which to agree upon the one or two neutral arbitrators. If

they fail to agree the Board of Mediation appoints the neutrals.

The arbitration agreement written in the law assures a fair hearing and the award is made a judgment of court which can only be set aside for one of three causes: either

(1) that the arbitration agreement was not complied with; or (2) that the law was not complied with; or (3) that there was fraud or corruption.

SINCERITY OF BOTH PARTIES

5. The provisions for conference, adjustment, mediation and arbitration complete what may be described as the voluntary machinery of the law.

If these provisions are used in a sincere effort of both parties to "make and maintain agreements" it may be reasonably expected that controversies will be settled amicably and decisively and the parties bound by their own contracts to put the settlements into effect promptly and with good will and good faith.

Thus there will be an end of the intolerable situation under the previous law where, after time and money had been expended in getting a "decision" from the Labor Board, there was no certainty that the "decision" would be accepted and put into effect, because either party had the legal right to refuse to accept, and not a clear moral obligation to comply with the decision.

FINAL EMERGENCY BOARD

6. There is a further provision in the Act which should be regarded somewhat as a derailing switch or an automatic train control—not as a mechanism to aid operation, but rather as a device to avert catastrophe.

If no means of settlement has been obtained through conference or mediation, and a dispute "threatens substantially to interrupt interstate commerce" the Board of Mediation may notify the President and he may create an Emergency Board which will investigate and report within thirty (30) days and during that period and for thirty (30) days thereafter, all parties are forbidden to change "the conditions out of which the dispute arose."

The duty of the Emergency Board is primarily to find a way to settle important disputes when all usual methods have failed—and, if unable to bring about a settlement, to inform the public as to the responsibility for this failure and to lay the blame where it should lie.

BASIC THEORY OF THE LAW

An Emergency Board is not to be created to relieve parties of their responsibilities, but to make parties accept their responsibilities, or else be charged publicly with failure to conduct themselves with due regard for the rights of others.

The theory of this law is that fair-minded men should be able to find ways to settle their differences by agreement, particularly when aided by disinterested authoritative advice. In emergencies public condemnation may be used effectively against those who will be fair only when operating in the spotlight of public opinion.

PROTECTIVE PROVISIONS

7. There are many protective provisions in the law which might be discussed extensively—such as the requirement that wages, rules and working conditions shall not be altered during conferences or mediation upon a proposed change—or the provision that no court shall issue any orders requiring an individual to render service against his will.

In place of the compulsion of arbitrary private orders or arbitrary public laws, a machinery is provided for a genuine co-operation between management and labor in operating an industry most efficiently, with the resultant gains for the private and public interests involved.

If the parties to a negotiation will invoke the law as their own agreement regarding what *ought* to be done, instead of

as the command of Congress regarding what *must* be done, they will go far in promoting "government by the consent of the governed," in industry as well as in the nation.

TRADE UNION MOVEMENTS

By THOS. L. DABNEY

Brookwood Labor College, Katonah, N. Y.

When the trade union movement began, more general forms of labor organizations like the Knights of Labor, which admitted practically everybody, had been tried and found wanting. The every day problems of wage-earners were becoming so important that workers began to lose interest in the general idealistic movements for social welfare. This lack of interest and growing discontent account for the separation of the trade union element from the Knights of Labor and the strengthening of the trade union movement.

With this growing sentiment among wage-earners for an organization of a more practical nature, trade unions multiplied rapidly, and by 1866 there were between thirty and forty national and international trade unions in the United States. At first these trade unions were loosely organized and were of the nature of semi-political associations with a broad membership including unskilled workers, women, and in some cases, employers. They spent considerable time in agitation over the fight for women's rights, legislation and politics, but the trend of these unions was, nevertheless, in the direction of economic action.

I. STRUCTURAL FEATURES OF TRADE UNIONS

As the trade union movement developed, the structure and form of the unions took shape in accordance with the changes in the technique of production and the development of industry. The grouping of the workers in industry had also some influence in the shaping of the form and structure of trade unions. Thruout the nineteenth century workers of the same occupation were so connected in industry that they had practically the same economic interests. This led to the formation of trade unions on the basis of occupation. Members of trade unions are almost exclusively wage-earners in the same trade or similar trades. Trade unions may be divided into three classes: Those in basic trades confined to a branch of one industry, as the needle trades; those in basic trades covering entire industry, as printing, textile industry, etc.; and those in trades extending over several industries, as machinists and carpenters.

At present there is a tendency in the trade union movement toward amalgamation. This movement which proceeds by the combination of inter-allied crafts is due to certain definite developments in American industry. The two most significant elements in this development are: I. machinery production and the division of labor—the basic factors—and the integration of industry and large scale production.

Wide-spread processes of production and the division of labor militated against the success of strikes of local crafts. At the same time it caused confusion and difficulty in plants of workers who were not involved in other local strikes. The use of the label and the boycott by local crafts involved similar difficulty. This situation precipitated the problem of jurisdictional disputes. Carpenters, for example, worked not only on wood but tin, sheet metal and other material which formerly were used

by different crafts. To meet these problems and to enable organized groups of workers in the same industry to work in union and harmony the amalgamated form of organization was established.

In certain industries a form of organization close to the industrial union has been developing. This is the case in the United Mine Workers of America where the workers are organized in the mines as one unit irrespective of the difference of their kind of work. The brewery workers are also organized on this basis.

II. TRADE UNION GOVERNMENT

The government of trade unions is largely a voluntary matter based on the good will and mutual agreement of the members and the pressure and influence of group opinion. The machinery of government is a pliable organization. The constitution of trade unions is flexible, and there is no sharp separation of government functions.

The legislative work of trade unions is done at the conventions. The administrative work is done by the officials and special committees. There is no distinct judicial branch in trade unions. When disputes arise relative to the correct interpretation of agreements or otherwise, an arbitration board selected jointly by the workers and employers study the case and give their opinion as to whether one side or the other is in fault according to the provisions of the agreement. Neither workers nor employers are bound by such decisions. The railroad labor act and such recent legislation provide for compulsory investigation, but not compulsory arbitration.

At the conventions of trade unions representation is based on the membership of local unions. Conventions are usually large and unwieldy, especially those of organizations like the United Mine Workers of America. The officers of unions act as officers of the conventions. Special committees are appointed to do the routine work of the conventions.

The referendum is being used to some extent in trade unions to offset the disadvantages of large conventions, to get direct action from members, and to avoid cliques, corruption and graft usually connected with elections at conventions. The referendum has some disadvantages which have kept it from being adopted as a permanent policy.

The expense involved in conventions has caused unions to try the referendum. A convention of a large organization may cost a million dollars. The last convention of the United Mine Workers of America cost District 1, \$60,000; and the convention itself entailed a daily expenditure of \$24,000.

The leaders of the trade union movement exert a great influence upon the local officers of unions; and they to a large extent, determine the policies of the movement. The most influential officials are those who head the successful national and international unions. Executive board members, district council, joint board and joint executive board members have considerable power. The greatest power is held by officials of national and international unions. They are leaders with many responsibilities and are usually capable from long experience and training; but some are corrupt and dishonest.

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I.

Unions, Strikes, etc.,

The local union is the smallest administrative unit of the trade union movement. It is governed directly by its members and collects dues, conducts local campaigns for the raising of funds and looks after the interests of its members in the shops.

III. TRADE UNION FINANCE

Raising funds for the trade union movement constitutes one of its chief activities. In the first place it requires a large sum of money to finance the movement. The salaries of high officials alone take up a big part of this item. Officials of national unions receive all the way from \$2,000 a year to more than \$7,000. Strikes—especially when they were more frequent than now—entail a great outlay of money. Organizing work requires a considerable amount of money. To collect the funds for this work trade unions use several methods dependent upon the local situation and the local requirements. The greater part of trade funds is collected directly from members as dues, fees, assessments and fines. A considerable amount of money is raised from advertisements and subscriptions of labor journals, from the sale of labels and other supplies. Money is also raised on certain occasions by donations, tag days and dances.

The question of trade union finance does not end with the raising of money, but it involves the question of economical expenditure and wise investment. The accumulation of funds in trade unions has led many of them to invest money in stocks and bonds. Some have gone into business, especially real estate, hotel and restaurant. Several unions have gone into the banking business. One of the largest and most efficient labor banks in the United States is the bank of the Amalgamated Clothing Workers of America in New York City. Trade unions are also going into the insurance business. Both banking and insurance are business ventures for labor, and no one is certain what the outcome will be.

IV. TRADE UNION POLITICS

One of the most vital questions of the trade union movement is that of democratic government. The question is exceedingly complex because it involves so many factors. The political machinery in trade unions functions in connection with the tactics and manoeuvres just as in our regular government. On the one hand there is the mass of workers most of whom are ignorant and inexperienced; on the other hand are the officials of national and international unions who are for the most part educated and who have some experience with the work of their movement. Some of these are dishonest and unscrupulous. They need an intelligent following to hold them in check.

The members of trade unions want democracy. Officials contend that the present arrangement is indispensable to efficiency. The real question at issue seems to be whether there can be democracy in the trade union movement and efficiency at the same time. This it seems to me, constitutes the dilemma of trade union politics. The workers want more power. At present practically all power rests in the hands of officials of national and international unions. Some of these officials are dictatorial and indifferent to the interests of workers. Many are dishonest and spend much of their time making themselves and their friends secure in office. Some officials are incompetent or are disloyal. Minority groups can do little to remove undesirable officials because of the oner-

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ation of machines designed to defeat any attempt at real democracy in the unions.

This state of affairs is not due merely to the kind of officials in the trade unions, but it is due in part to the inclination among the masses to worship leaders. It is a product of group psychology. The average worker is well nigh helpless before both his boss and his union leader. As peculiar as this situation may seem, it is the very thing that the trade union movement is supposed to remedy, for this relation between leaders and the workers must be changed.

V. TRADE UNION FUNCTIONS

It has already been stated that the trade union movement began to minister to the every day needs of the workers. This means that they are concerned with the economic problems of workers. Collective bargaining, making wage agreements and general cooperation between employers for the good of the workers are some of the functions of trade unions. In short, it is the function of trade unions to take care of the economic interests of all workers and to represent them in any matter that comes up for consideration in which their interests as workingmen are involved. This involves not only wage agreements, but their execution and every thing in connection with their execution.

pany welfare workers. Your power and intelligence will force it. The Company does not love them. It ignorantly thinks that it is getting the best results out of them. When the Company wakes up as you will wake up, it will cast out the Uncle Tom Negro worker, who is a pure parasite which constitutes more of a liability than an asset. They do not achieve discipline but they create insubordination.

But, brethren, a dawn of a new day is breaking. You have sounded the death knell of the old order in Pullman relationships toward you. You have built up a mighty organization. In your firm hands flame the torch of truth. It is mightier than legions of men. Public opinion you have won through a logical and fearless presentation of the truth about your cause. You have overcome all opposition. The Filipino bogey has vanished as a weapon of intimidation, though a few are still working. Negro papers are no longer bought up and given you free for your education against the movement. No, the opposition could not stand the burning light of facts and reason.

Now we are at the crossroads. We have reached an epochal point. On the 15th of October, your humble servant filed your application for a hearing before the U. S. Mediation Board to take up the question of revising the wage scale upward and the improvement of working conditions.

Thus let us stand firm. Get every man to join our ranks who has not yet seen the light. Show every member the necessity of paying his dues regularly.

May I say that the handling of our case will cost quite some money. Hence, it may be necessary for me to call upon you to give until it hurts. It is your fight and you must see it through, as of course, I know you will.

Thus brethren, let us fight on and not lose the faith. work on and not grow weary. We are bound to triumph.

FORWARD TO VICTORY!

Your Faithful servant,

A. PHILIP RANDOLPH.

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N Y C WORLD

JUNE 13, 1926

PULLMAN PORTERS' MOVE TO ORGANIZE GAINING SUPPORT

Negroes in General View It as
First Attempt of Race to Im-
prove Economic Status

EDITORS AND MINISTERS
RALLYING TO THE CAUSE

Representative Celler's Demand
for Wage Facts Is Upheld by
American Federation Heads

By Lester A. Walton

To organize or not to organize? That is the question agitating 12,000 Pullman car porters. It is also commanding the attention of Negroes in all walks of life, and has been provocative of animated, and at times acrimonious, intraracial discussion.

Negro editors and ministers of the Gospel have projected themselves into the controversy. Politicians and public speakers have debated the issues involved with partisan fervor. Personal vilification has been indulged in, motives impugned and the courts called on to settle disputes growing out of pronounced differences of opinion.

Previously, Negroes have organized to advance their political, religious, educational and fraternal interests. In going from St. Paul to Seattle, he observed during the three days and three nights on the road to fight segregation and other forms of discrimination and to encourage members of their group to go into the business. This is the first time on record that an appreciable number ever made a concerted and consistent effort to improve their economic status as a unit.

As a bread-and-butter issue, it has taken on a broader and more general

application than a labor movement among Pullman porters or a Negro labor movement, but is considered more in the light of a labor movement among Negroes.

Movement Spreads

Instead of a ripple of discontent on the economic seas as was first thought by some when A. Philip Randolph, Negro editor of the Messenger Magazine, undertook to organize the Brotherhood of Sleeping Car Porters on Aug. 25, 1925, there has been lashed into being a wave of considerable proportions and of acknowledged vitality.

Randolph and his co-workers are claiming 65 per cent. of the men have become members of the brotherhood. They publicly state that plans to secure recognition as a body from the Federal Government have been temporarily halted due to the abolishment of the Railway Labor Board, and that they will present their claims to the Mediation Board as soon as it is named by President Coolidge, as provided by the Parker-Watson bill.

When the attentive major domo of the sleeping car organized last summer it was in the main for more wage, shorter hours, pay for overtime, pay for preparatory and terminal time and against doubling out. "A living wage without having to depend on tips," was the slogan adopted. At the time the minimum wage was \$67.50 monthly.

Some of the specific grievances were: That he should be paid for the hours spent in making ready a car and receiving passengers before departure; that he should be paid for delayed arrivals when a train is several hours late; that doubling out, or leaving for another point immediately after the porter's arrival off a run, however long, was injurious to his health; that a regular porter missing his line as a result of having doubled out, should be paid during the time he is lying around waiting to catch his line; that shoe polish and equipment should be supplied by the Pullman Company.

Long Trip Is Cited

In emphasizing the long hours to which the Pullman porter is sometimes subjected on long runs in contrast to the time put in by other railroad employees, Randolph recently related at a meeting in Har-lem that in going from St. Paul to Seattle, he observed during the three days and three nights on the road that the train crews changed ten times, the engines as often, while the porter remained on duty throughout the entire trip.

Roy Lancaster, General Secretary and Treasurer of the Brotherhood of Sleeping Car Porters, cites the following case as illustrative of the Pullman porter's lot, and the essential differences entering into the equation: On

a train running between New York and Miami, Fla., a porter gets three hours sleep the first night, no sleep the second and third nights and three hours sleep the fourth night, while the conductor gets five hours sleep the first night, sleeps all of the second and third nights and gets five hours sleep the fourth night. Upon return to New York, having been on the road four consecutive nights, the porter is given two nights and one day relief before returning to work and the conductor four nights and three days.

The question is raised by representatives of the Pullman Company as to the practicability of putting more than one porter in charge of a car on long runs, maintaining such an arrangement would not be conducive to the interests of either the passenger or the porter; that if, for instance, a porter on the Century out of New York for Chicago, left his car at Cleveland and another man took his place into Chicago, it would be difficult to fix responsibility when exigencies arose. Furthermore, the porter's income from gratuities would be materially decreased, the passenger being unwilling to tip more than once on a trip.

Time Based on Mileage

The Pullman car conductor, who is in the union, works on a 240 hours a month basis. The porter works on a minimum of 11,000 miles a month scale, covering a thirty-day month period. The Brotherhood wants a 240 hours a month scale. Then the porter will receive overtime on long runs, it is argued.

At a conference of Pullman porters in Chicago last March, known as the employee representation plan, the Pullman Company gave porters an increase, making \$72.50 monthly the minimum wage, giving \$74.50 to those employed from two to five years, \$77 to those employed from five to fifteen years, and \$84 to those employed from fifteen years or more.

The company granted additional compensation for delayed arrivals at the rate of sixty cents the 100 miles, and agreed to change the wording on the time sheet, which now gives the time the porter reports and is relieved from duty instead of a record of the number of hours he is out under "departure and arrival" of train, as formerly.

While this latest method of notation gives credit for preparatory and terminal time, no concession has been made by the company to demands for an increase in pay for such service. The line of reasoning advanced is that a car can stand still and the porter can be earning his salary on the 11,000 miles a month basis. Few porters travel that distance in thirty days.

Members of the Brotherhood of Sleeping Car Porters do not regard

the 8 per cent. increase as sufficiently large to comply with their request for a living wage. They point out a decent American standard of living that in paying them at the rate of 60 cents the 100 miles for delayed arrivals a porter only receives around 18 cents when a train is an hour behind time.

Throughout the present agitation the Pullman Company has refrained from going on record as being opposed to its porters organizing. However, it is no secret that officials feel the employee representation plan is the most ideal for all concerned. Under this system a list of candidates is put up for election and three men chosen from each of the eight zones—New York, Philadelphia, Chicago, San Francisco, Denver, Kansas City, Atlanta and Houston.

Those elected yearly to represent the 12,000 porters meet and discuss with Pullman officials matters affecting the welfare of their constituency. Objection is made to the employee representation plan by supporters of the brotherhood, who charge that not infrequently the men sent to Chicago are hand picked and not always as insistent as they might be in their advocacy of a square deal for their fellow-workers.

New Developments

The introduction of a resolution in Congress by Representative Emanuel Celler of New York asking for an investigation to ascertain facts concerning working conditions and wages of the Pullman car porter, and the moral backing given this piece of legislation by President William Green and W. C. Roberts, Chairman of the Legislation Committee of the American Federation of Labor, are among the latest important developments.

A. Philip Randolph, general organizer, and the most picturesque figure in the movement, has traveled from coast to coast to convert those within the ranks to his way of thinking and present his views to the public. The Assistant General Organizers are William H. Desverney, who quit the road after thirty-seven years service, to aid in rallying porters under the Brotherhood's banner; A. L. Totten, S. E. Grain and Frank R. Crosswaith.

Randolph, who was chosen as speaker by Mayor Kendrick of Philadelphia to represent the Negro race at the opening of the Sesquicentennial Exposition, says:

"The Negro's next gift to America will be economic democracy, demonstrating the virtue of the principle of collective bargaining in rational, mutual co-operation around the conference board to effect a constructive settlement of disputes between employers and employees.

"Black workers are more and more realizing that they cannot hope to go forward so long as they permit them-

"Black workers as well as white workers, have a joint interest with capital in the expansion and development of industry. Their object shall not be to cripple and paralyze industry but to help it. The organized Negro will not expect the union to protect inefficiency, incompetency and irresponsibility. In the future the Negro worker shall expect and demand and organize to secure a fair day's wage for a fair day's work, equality of reward of service, increased wages with increased production, a higher measure of dignity, manhood and independence."

General Organizer Randolph says that the chief sponsors of the movement are porters who have been in service from ten to thirty years.

OUR NEXT STEP

By A. PHILIP RANDOLPH, General Organizer
Dear Brethren and Fellow Workers, Greetings:

We have reached another mile post in our onward steady march toward our goal. We are ready for action and we are in action for the achievement of our objectives, namely, a living wage, 240 hours or less in regular assignment, better working conditions, and the recognition of our movement as the instrument lawfully to settle disputes on wages and working conditions between the Pullman Porters and the Pullman Company. Through eight or more months of intensive struggle, we have built up a powerful organization which has won the recognition and admiration of friend and foe. Through-out our steady, progressive and dramatic march forward, some have doubted, many feared, others denied that our goal could be realized. But withal, the red battalions of the Brotherhood have never faltered. The question of whether we could organize or not has been definitely and unequivocally answered. We have done the deed in man-like fashion; we have scaled apparently insurmountable heights of obstacles and opposition, subdued and routed relentless and bitter enemies. Confronted by the most formidable forces ever arrayed against a movement, we have ploughed our way on through to victory after victory to the deafening acclaim of an aroused and enlightened public.

Doubtless we have made some mistakes, all movements do. That was inevitable in a great forward, soul stirring effort. But they have not been grievous. Our policies have been and are sound. They are based upon the most rigid experience and knowledge of the labor movement. Had they not been sound, the organization would have blown up long since. Moreover, besides being structurally and organically correct, our heart, our purpose, our vision has been and is right. But, brethren, our achievement, though marvelous, creditable, stupendous and thrilling, is just our beginning. Despite the fact responsible, seasoned, hard-boiled and experienced labor leaders readily admit that our work of organization in the last eight or more months overshadows the results of a large number of unions that have been in existence eight or more years, we must not be lulled into a false sense of security, of inactivity and contentment. Yes, they consider our work veritably phenomenal. But let us not become drunk with the red wine of our achievements, however challenging they may be to the opposition. Life is one continuous struggle. Our struggle is not for a week or a month or a year, but for all time. We are building for generations of black children unborn. That we may build for the future securely, we have sought with deliberation, patience, labor, study and sacrifice, to lay our foundation upon the rock of truth and justice, in order that we may weather the fierce storms of adversity. This has required and will continue to require of every Brotherhood man that he realize that the things that are permanent, enduring and imperishable are not of mushroom growth, but that an enduring and stable structure must rest upon a sure and solid foundation which is the work of time, intelligence and devotion. Without a recognition of this fact nothing of substantial value can be achieved. The landmarks of progress are the results of ceaseless, continuous and prolonged struggle. The powerful railroad organizations are over a half century old, and they are still working to increase their power, to educate their members, to increase their wages and improve their working conditions.

Thus it is obvious to any one that the accomplishments of the Brotherhood in the last eight or more months are nothing short of a miracle.

Now, in order that our next step may be correctly placed and timed, we have sought the advice and guidance of Mr. Donald Richberg.

DONALD R. RICHBERG AND THE BROTHERHOOD

It is a matter of common knowledge that Mr. Richberg knows more about the Watson-Parker Bill, which enacted the Railway Labor Act, under which the Mediation Board will be set up and function, than any living man in America, since he, together with Mr. Thom, who represented the Association of Railway Executives, wrote it. He represented the twenty standard railroad unions.

In reference to our case and situation, it is Mr. Richberg's opinion that the Brotherhood should permit one of the standard railroad unions of great power and means to go before the Mediation Board first and fully test and employ the entire machinery of the new Act before we present our case to the Board. His reason is based upon the fact that a standard railroad labor organization is more prepared to secure favorable precedents and interpretations of principles for organized railway employees, who seek to employ the method of collective bargaining as against the company union, sugar-coated the employee representation plan, than the Brotherhood would be or the Pullman conductor's organization, or any of the smaller unions. He feels that our case will be greatly and materially strengthened, if, when we go before the Board, we are able to point to precedents and interpretations on wages and working conditions, which have already been made by the Board, under the new law, that are, in principle, similar to our own case. The logic of this reasoning is seen by the fact that if a given precedent or interpretation applies in one case it must, ipso facto, apply in another case which is analogous. In his opinion, it is more to our advantage to profit from the pioneer work and experience before the Board of a powerful standard railroad organization, which will mobilize all of its forces in getting the Board to take the right position on organized labor, than for the Brotherhood to have the responsibility and burden of doing that job, which would be necessary were we to be the first to take our case to the Board. The only question involved, Brethren and Fellow Workers, is the question of the advantage, of benefit, of favorable result. If it were more advantageous for the Brotherhood to be the first to go before the Board, it would be logical and sound and proper that we should do so. But if a greater advantage is to be secured by permitting some other union to precede us, it is the part of wisdom for us to adopt the latter course of action. There is no better or abler person in America from whom we can find out which course of action is the proper one to pursue than Donald R. Richberg. He is an expert in Railroad Labor Law, in Trade Union policy and strategy.

Besides, be it remembered, brethren, that Frank P. Walsh, celebrated labor lawyer and Donald R. Richberg are associated together in working on and presenting our case. Therefore, let every Brotherhood man increase his zeal, interest, devotion and enthusiasm for the building up of our great movement. Our supreme test is at hand. We cannot and must not hesitate, procrastinate, or equivocate. In these times, events are moving swiftly. In the very near future, the Board will be making interpretations and setting down precedents which we must be able to avail ourselves of, readily, promptly and effectively. Fortunately we have made a thorough and assuring technical preparation. We have mobilized the very best talent as economists and lawyers available in the country.

PRESENT PLAN OF ACTION

Mr. Richberg, Mr. Frank P. Walsh and your humble servant are now busy working out plans, policies and methods of procedure for handling the Brotherhood's case. In an extended conference of several hours, Mr. Richberg and myself went into practically every phase of our problem, detailedly. It is quite evident that he is deeply sympathetic with our cause and concerned that we do not see the trials and failures and struggles which these men have voluntarily encountered in order to gain their experience; have no knowledge of the sacrifice they have made, of the undaunted efforts they have put forth, of the faith they have exercised, that they might overcome the apparently insurmountable and realize the vision of their heart and their life. They do not know of the darkness and the heartaches; they only see the light and joy, and call it "luck"; they do not see the long and arduous journey, but only behold the pleasant goal, and call it "good fortune"; they do not understand the process, but only perceive the result, and call it "chance." In all human affairs there are efforts and results, and the strength of the effort is a measure of the result. Chance is not. "Gifts," "powers," "material, intellectual and spiritual possession," are all the fruits of effort, application, perseverance. They are thoughts completed, objects accomplished, visions realized.

Thus, brethren and fellow workers, the vision that you glorify in your mind, the ideal that you enthrone in your heart, this you will build your life by, this you will become. It is not chance. It is work, faith, courage, love.

Again, let me bid you onward, forward, upward. Let us work on and not grow weary. Let us fight on and not lose faith.

Your faithful servant,

A. PHILIP RANDOLPH.

Labor-1926

Unions, Strikes, etc.

Hotel Men To Meet At Chicago

(By The Associated Negro Press)

CHICAGO.—According to a recent release from C. Sullivan Carr, secretary of the committee on arrangements, two thousand waiters and cooks have made plans to meet in this city September 14-15-16.

Among the many speakers who are listed to appear on the three day program are: Alonzo Locke, of Memphis, Tenn.; Sanford Jackson, French Lick Springs, Ind.; Joseph McLane, Palm Beach, Fla.; Morris A. Cowan, Harrisburg, Penn.; C. P. Johnson, Baltimore, Md.; Fred Clar, Los Angeles, Cal.; Richard Smith, Cleveland, Ohio; Frank Neal, Salt Lake City, Utah; George L. Smith, Savannah, Ga.; Charles Dean, Hot Springs, Ark.; Charles Green, of Louisville, Ky.; D. C. Williams, Wilson Robinson, D. Watts, of St. Louis Mo.; B. W. Webb, Camden, N. J.; W. A. Brooks, Asheville, N. C.; D. C. Waller, New York City; L. O. Jackson, Clarksburg, W. Va.; Jas. Early, George P. Goode, A. G. Barnett, Chas. Turner, Earl Smith and Irwin Gray, Chicago Ill.

Union Heads May Appoint Negro

Hill, of Urban League, and Lemus, of Dining Car Employees, Make Forceful Plea

WASHINGTON, D. C., March 25.—The Executive Council of the American Federation of Labor at its regular meeting today was urged by T. Arnold Hill, Director of Industrial Relations of the National Urban League, to remove the color restrictions in organized labor. Rienzi B. Lemus, president

of the Brotherhood of Dining Car Employees, appeared with Mr. Hill and gave vigorous support to the proposition. 3-31-26

Contending that Negro plumbers, machinists, boilermakers and other craftsmen were "barred from employment because they were barred from unionism," Mr. Hill denounced as "un-American, undemocratic and uneconomic the policy of denying full rights to all wage earners because of race or color."

The appointment of a colored executive as a representative of the A. F. of L. to negotiate with the national and local bodies that refuse membership to Negroes was urged and the council promised to give the matter serious consideration.

The activities of white union barbers in Atlanta, Ga., which resulted in the City Council's recent enactment (fortunately vetoed by the Mayor) prohibiting colored barbers from serving white customers was severely criticised by both Mr. Lemus and Mr. Hill. This incident was cited to illustrate the cause of the Negro's distrust of organized labor and the operation of restraint against Negro artisans in many lines of endeavor.

The members of the council gave more than an hour to the discussion and asserted their eagerness to bring about harmonious relationships between the white and colored workers. Among those attending the meeting were: President William Green, Secretary Frank Morrison, Vice-President Matthew Woll, Vice-President James Duncan, and James Noonan, International President of the Electrical Workers.

FORMS "OPEN-DOOR" RAILWAYMEN'S UNION

William H. ("Billy") Steed, 439 W. 60th St., widely known labor leader, who broke down the color line in the very first railroad union ever to admit members of Race into one of its locals, was elected president last Sunday of a railroad labor union which will admit members of all races into every department of its organization. The name of the new organization will be the United Railroad Employees' association of North America. On its board of 10 managers places will be reserved for at least two members of the Race. An active



W. H. Steed

campaign is being started at once to enlist in its ranks the ranks of Railroad workers who are now barred from every one of the 17 existing railroad unions. 6-12-26

It was "Billy" Steed who led the fight that led the United States Association of Railroad Employees, meeting in Carpenters' hall in 1920, to take Race workers into the union. Mr. Steed was at that time connected with the United association. From 1921 to 1924 he was district leader of the United State Association of Railway Employees with charge of the seven central states. During 1924, while the railroad unions were almost 100 per cent for La Follette, Mr. Steed toured the country condemning the Howell-Barkley bill and the LaFollette policy. He invaded LaFollette's own state and freely predicted there his downfall.

Communism and the manifold forms of socialism will find no favor in "Billy" Steed's organization. "They have no place in American life," he insisted, "and I'm American through and through. I'm opposed to all strikes; they're destructive and they hurt mostly the innocent at home. I believe in settling all controversies over the round table."

N Y C WORLD

JUNE 5, 1926

THE "BOY" IN THE DINING-CAR

To the Editor of The World:

The man who travels and dines ought to know, but doesn't, just what the Negro waiter has to undergo in order to give correct service on the railroads of America. All that the traveler sees is a man in white coat and apron moving about the diner, always polite and at hand. What he does not see is that all of these men, because of a lack of the proper sort of organization, now that the Pullman porters are organized, are simply tolling slaves, with pay inadequate even to the needs of schoolboys. It is to the traveling public, then, that this much-abused army of laborers are looking for moral support in their present earnest attempts to give, through organization, full and emphatic expression to their grievances.

It is to be expected that they will be met by their employers with the out-

worn charge of Bolshevism, that the men in charge of their organization are influenced by propaganda from Russia. I will lay particular emphasis on the fact, however, that all these public servants are absolutely loyal Americans, asking only to be relieved of a condition that has proved to be entirely inimical to workers everywhere.

I trust that the traveling public will at least assume a sympathetic attitude toward them in their honest striving for economic improvement.

WM. BRIDGES,

Organizer the Dining-Car Workers.

AYTON O. NEWS

APRIL 13, 1926

COMMUNISM FAILURE

One needs only to hold brief discussion with the first passing negro he may meet to understand how fantastic is the latest report concerning the alleged activities of Russian Communistic leaders to spread Red leaven in the United States. As the story goes the plot has been laid to lure jazz bands of negro players into Russia, there to inculcate them with Communist ideas and later send them back to spread the Red propaganda among their fellow Americans. If there is any truth in the report it only goes to show the limitless ignorance of Trotzky and his followers regarding this country and its habits of thought and the failure of his spies to report accurately the rejection by American negroes of efforts made in the past year to proselyte them away from American ideals. Intelligent negroes, who have been working with some success to elevate their race, have no time for such efforts. They are interested more in negro schools and negro education which will make their people better citizens of the country in which they have made marked progress and where they have great opportunity.

Not long ago Gregory Zinovieff, a powerful leader in Russia and chairman of the Communist International's executive committee, expressed fear that the American Communist party was in danger of "disappearing" and called attention to need for intensive work to save it. The reasons he gave were discord and division among American Communists, but this was a confusion of cause and effect. The disputes referred to by Zinovieff, and the factions they create, do not produce the Communist's party weakness in the United States. They arise from the causes that create the weakness. Communism makes no headway against the principle which is America, built on the experiences of thousands of years of effort to produce a governmental and social structure that is solid as a rock, because that principle is justice and justice is opportunity for all. Against it Sovietism is as the splashing wave.

The theory of the Communists is that the two great forces, capital and labor, are essential enemies. In America, that may once have seemed to be the case, but we have learned better. In the activities of the Communists to gain entrance, despite

the recognized failure and the admission that the party is "disappearing through factional strife," there is warning for the future. With capital and labor working together, instead of wasting themselves in conflict, the United States is immune from Soviet assault.

Evidences multiply that understanding is growing between the forces of capital and labor. There are the expressions daily by leaders of business thought. There is the pronouncement by the president of the American Federation of Labor. Above all is the growing tendency toward cooperative effort for the production and distribution of necessities of life.

Communism is "disappearing" from America for the simple reason that the United States is by evolution accomplishing what the Communists would gain by revolution. Evolution never can fail; only when men block its processes does it seem to fail while revolution holds.

THE ABOLITION OF THE U. S. RAILROAD LABOR BOARD

By A. PHILIP RANDOLPH

The recent passage of the Watson-Parker Bill, known as the Railway Labor Act, when signed by the President, will effect the abolition of the U. S. Railroad Labor Board. The new Act is a substitute for Title III, Transportation Act of 1920, providing for the prompt settlement of all disputes between employers and employees of common carriers.

Since Pullman porters are employees of a common carrier, the Pullman Company, they are necessarily interested in the enactment of all legislation affecting the owners or employees of common carriers. A word about its origin.

The history of the relation of the employers and employees of the railroads will show that there has been widespread dissatisfaction with the decisions of the U. S. Railroad Labor Board. Both employers and employees have been seeking a more satisfactory medium for the settlement of disputes on wages and working conditions. When the Transportation Act was first enacted it met with the relentless opposition of the railway employees, that is, the big transportation unions, such as the Big Four.

As an evidence of the opposition of the strongly organized railway employees, the Howell-Barkley bill providing for the settlement of disputes arising between the employers and employees, was drafted by the representatives of the employees and presented to Congress only a year ago. This bill was opposed by the railway employers.

Obviously industrial peace on the railroads was contingent upon the development of a plan for the settlement of disputes by the representatives of the employers and employees, in conference. Thus, as a result of a series of conferences between the Association of Railway Executives, representing the carriers, and the organization of unions representing the employees, the present Railway Labor Act was born. In the House, the bill was presented by Representative Parker, Chairman of the Interstate and Foreign Commerce Committee of the House; in the Senate, by Senator Watson, Chairman of the Interstate Commerce Committee of the Senate. It was, from the discussion, the Act fully approved by employers and employees alike on the railroads, which was ably represented by counsellors Thom and Richberg, respectively. This attitude of mutual tolerance is entirely new, for practically all previous railway legislation, sponsored by either the employers or employees such as the Erdman Act, The Adamson Law, etc., failed to receive the united support of both sides. Practically, as important as the principles set forth in the Bill is the method of its development and adoption, a method of mutual, tolerant discussion, both parties to the agreement recognizing that each party has rights which the other is bound to respect. At least, this method has the promise of industrial peace, providing, of course, that it is observed in good faith. Besides, public opinion will frown upon either party which proves faithless and recreant to his duty and pledged word.

A word now about the structure of the machinery which will be set up under the Act, its plan for functioning and the procedure of the workers and employers in dealing with it. Under the Railway Labor Act, employers and employees may seek settlement of their disputes in common conference. Filing through this method to reach a satisfactory adjustment, provision is made for the refer-

ence of the said dispute to an Adjustment Board, which is composed of five representatives of the employers and five representatives of the employees. In the event the dispute persists, it may be referred by either or both parties to the Board of Mediation, which is composed of five members, appointed by the President with the advice of the Senate. This Board, in practically the same manner as the Railroad Labor Board, receives and hears evidence and material pertaining to grievances on wages and working conditions, the interpretation of agreements and rules. Should its decisions fail to secure the approbation of the parties involved, the case is then assigned to an Arbitration Board, composed of three or six members; if three, one is chosen by the employer and the employees, respectively; which select a third; if six, two are selected by the employer and the employees respectively, which in turn, select two more. But if these several steps at adjudication of the grievance be inadequate, the court of final resort is an Emergency Board, which is set up by the President, should the dispute threaten to deprive any section of the country of essential transportation service.

In the main, the procedure of handling cases before these several bodies is not substantially different from that adopted under the rules of the U. S. Railroad Labor Board.

The two outstanding principles of the Railway Labor Act are: Arbitration and collective bargaining, the former was the essential demand of the employers; the latter of the employees. Again its decisions are enforceable in a court of law, which is in striking contrast with the United States Railroad Labor Board, which had no power to enforce its awards, although because of the force of public opinion, few awards were disobeyed.

Now how does this change affect the Brotherhood of Sleeping Car Porters?

It does not substantially affect the fundamental programme of the Brotherhood. Organization now is just as essential to improve the working conditions and secure real wage increases for the workers on the railroads under this Act as it was under the U. S. Railroad Labor Board. In fact, no group of employees on the railroads can profit greatly from this legislation unless they are organized and functioning as a labor union.

Our economic survey is just as necessary, and the mobilization of public opinion just as imperative now in order to achieve victory. Nor does the new Act lessen the possibility of the Brotherhood securing its demands. The Watson-Parker Bill is more elaborate in machinery, and perhaps, slightly more complicated. It will entail some expense on the unions in helping to maintain the Adjustment Boards. It is not a new device in handling labor disputes. The Adjustment Board was a part of the old system.

Of course, this bill is not all that labor could hope for. In its organization and adoption, many important concessions were made by labor. The same was no less true of the railway owners. In such agreements, compromises are always inevitable.

How will it function? This will depend upon the spirit of the parties to the agreement. The fact that the powerful transportation unions and the leading railroads framed and endorsed it would seem to indicate that they are willing to abide by the results of its operations. Only time

can tell how beneficent it will be to the employees. This is true of all new measures. Should it prove to be unsatisfactory in meeting the needs of labor, it will be changed. But there is no good reason to doubt that it will serve the workers as effectively as, or more than the U. S. Railroad Labor Board did. The porters have nothing to lose by the chance, but everything to gain, if they are organized. The only sure guarantee, however, that the porters' interests will be protected, is the Brotherhood of Sleeping Car Porters. Railway labor boards are mere agencies through which the voice of the railway employees may be heard by the public, they facilitate the adjustment of disputes. But unless the workers are organized, no board can bring them any fundamental relief from economic oppression.

It has been suggested that the Negro workers on the railroads may not be the beneficiaries of this measure. I have discovered nothing in the Act to indicate such a conclusion. Of course, the Negro workers cannot hope to secure any benefits from the legislation unless they are organized. The unorganized workers, white and black, are helpless under the new bill, although it does not ignore them.

It is significant too that the Pullman Company is a party to the formulation of the Act, in as much as it is a member of the Association of Railway Executives, which together with the transportation unions, framed and put the measure through Congress.

Now, since the bill recognizes and endorses the principle of collective bargaining, or the right of workers to organize in order to negotiate for more wages and better working conditions, the Pullman Company too is committed to the principle of collective bargaining, the very thing for which the Brotherhood of Sleeping Car Porters is organized to exercise.

Labor - 1926

Unions, Strikes, etc.

July Labor Reports Show Negroes Gain Employment In Municipal Governments

Bulletin No. 5 of the Industrial Relations Department of the Nations Urban League summarizes employment conditions throughout the country as follows:

Reports covering a wide area tell of two outstanding developments among Negroes during July. One is the unusual demand for workers in the building trades; and the other the large number of laborers added to municipal payrolls. Chicago reported a shortage of plasterers and brickmasons and in several North Carolina cities the demand was so urgent that Negro artisans found employment where they had been denied it regularly. In Baltimore and Lexington, Kentucky, colored contractors used more than the customary number of men and in Albany, Georgia whose building program is the largest in the state, save Atlanta's and Savannah's, it is estimated that more than half of the skilled and unskilled tasks were performed by Negroes.

Prominent among the cities which showed gains in municipal employment is Detroit, where, because of additions during July, there are upwards of 2,000 Negroes paving and improving streets and collecting garbage. Tulsa added to its Negro employees in the water and street departments and Jersey City added Negroes to its street-paving gangs. In San Antonio, colored janitors and matrons went to work in the new million dollar city auditorium.

Other noteworthy instances were reported from the following cities:

LANSING—The new Olds Hotel, finding its white waiters unsatisfactory, employed colored waiters. To supply the required number a force was brought in from neighboring cities.

KANSAS CITY, MO.—Hod carriers and building laborers, of whom ninety per cent are colored, have been idle during the carpenters strike. The local union to which these men belong has one of the largest colored memberships in the country.

PINE BLUFF, ARK.—In the new Nash automobile body plant 49 Negroes went to work at unskilled operations.

LOS ANGELES—The industrial problems of the city's large Negro population attracted much attention during July. The Council of Social Agencies ordered a city-wide survey of industry among Negroes.

GRAND RAPIDS, MICH.—Here, too, the rapidly increasing Negro population was discussed and a survey of the working and living conditions was considered.

MILWAUKEE—There was a decided movement into this city from Chicago and other points in the middle west. Twenty-five families are known to have entered the city in two weeks from the state of Iowa. During the month three foundries, employing 325 Negroes, shut down temporarily and the packing industry cut down to an average of three and a half days a week.

CLEVELAND—For the first time a rapid transit company gave employment to colored men as track workers.

BROOKLYN—Two companies reported dissatisfaction with its colored help because of irregularity in attendance and threatened to change to white workers. A group of dependable colored workers replaced the inefficient ones in one of the factories, and for the time being the threatened change has been averted.

CHICAGO—A silk hosiery company offered positions to ten Negroes and to train them in salesmanship in the company's school.

THE NEGRO AND TRADE LABOR UNIONS

Industrial opportunities of Negroes must concern itself with the relationship of the Negro to the trade union movement. Employers tell us that they do not object to the employment

of Negroes but their workers do. Any attempt therefore, to secure better opportunities in industry for Negroes cannot exclude the importance of the white employee—both those organized and those unorganized object to the introduction of Negroes in trades and industries and fight against Negro participation in the trade union movement. Whether the position is due to fear on the part of union members that the Negro will bring down the standards of organized labor or whether the opposition is just based on racial prejudice, the facts are that contacts must be made and understandings developed before we can proceed far in improving the industrial status of the Negro. The Industrial Relations Department of the Urban League has been trying to advance toward this goal. How far we have progressed we cannot say. There have, however, been very definite instances of co-operation to indicate more thorough interest on the part of labor unions than have heretofore been.

The director made two appearances before the EXECUTIVE COUNCIL of the American Federation of Labor. There have been several interviews in Washington with President Green and Secretary Morrison and Hugh Frayne, New York organizer for the American Federation of Labor has been appointed by President Green to visit for us on interviews in Washington, Philadelphia, New York, Chicago and Boston. An article has appeared in the American Federationist, the official organ of the American Federation of Labor and President Green has an article in the February issue of "Opposition" magazine.

We have pointed out to the Executive Council that the lack of interest charged against colored men is due primarily to the distrust of the integrity of the officers of the American Federation of Labor, who, the colored workers feel, are using their influence in one way or another to keep them out of jobs which they are able and training prepare them to fill. A case in point is that of a resolution passed by a Convention of the Railway Mail Clerks Association

General.

objecting to the employment of Negroes as clerks-in-charge of Railway Mail cars. Again, the growing position of employers to trade their employees in company representation plans and in labor union adding to the exclusion of Negroes unless they become members of organizations of employees.

We have endeavored to attack prejudice within the ranks of organized labor in another way, namely through the Workers Education Bureau. In May 1925 we attended the convention of the Workers Education Bureau in Philadelphia there succeeded in getting the committee on curriculum to recommend the Board the following resolution which was passed unanimously

"Because of the very evident contribution the various races and nationalities are making to the development of the labor movement in this country and the widespread misunderstanding and ignorance with reference to these contributions, we strongly recommend that Workers Education include a study of the various races and nationalities and their relationship to the labor movement. This is especially essential in this country in view of the varied racial composition of American industry to workers of all races."

Subsequently the first of the Workers' Education Bureau asked to consider the publication of a pamphlet dealing with the material cultural contributions of the Negro. This material is to be submitted as an investigation of the Negro in the Trade Union Movement by the League's Department of Research Investigations is completed.

Pullman Porters Elected Mediators For Co-Workers

A Pullman porter and car cleaner have been elected for one year as members of the Bureau of Industrial Relations to the Federal court of appeals for all grievances arising among the employees of the Pullman company. The Bureau of Industrial Relations is one of the features of the Employees Representation Plan which has been adopted by most of the large industries and concerns of this nation. The new Labor Act provides for boards of adjustment

whereby employee and employer may both have representation in solving their mutual problems. Pullman porters and maids are highly elated with the selection of one of their own number and have expressed the feeling that any grievances or misunderstanding can thereby be speedily and satisfactorily adjusted.

Labor - 1926

Unions, Strikes, etc.,

REDS SPENT \$1,000,000 ON PROPAGANDA HERE

Communist Secretary Tells How 1925 Fund Was Raised and Its Purpose.

Communists spent close to \$1,000,000 last year in propaganda aimed at eventual establishment of a Soviet Government in the United States, John Stachel, Secretary of the Communist Party in America, declared today, according to the Associated Press.

A recent estimate of Elon R. Hooker at the National Republican Club, which placed the organization's expenditure at \$700,000 during the last eighteen months, was declared too low by the Communist official.

The money was raised at public meetings and by private subscriptions, and is being used to educate workers in Soviet doctrine and to bring labor organizations into the ranks of the Communists. Some of it is also being spent in efforts to bring about the recognition of the Russian Soviet by the United States.

The immediate program of the Communist Party, Mr. Stachel said, calls for meetings to be held throughout the country on Jan. 26. At these meetings honor will be paid the memory of Nikolai Lenin, the Russian revolutionary leader, and funds to carry on the organization's work will be raised. Four of these assemblies will be held in New York.

COMMUNIST "BEN"

GITLOW DREAMS OF NEGRO COOPERATION

Washington, Dec. 31—Communist Benjamin Gitlow (white), a one hundred per cent alien, in recently addressing a meeting of 2,500 communists in New York City, on what can be done before a revolution can be started in America, was saying that the 11,000,000 Negro inhabitants of the country would combine with him to make "an international labor defense, comprising of hundreds of thousands of members and a powerful organized, disciplined communist party."

Just how "brother" Gitlow expected to put over the "urge" among his colored brethren did not appear in the course of his remarks; nor did he exhibit any evidence of a "waiting list" of Negroes, who like him, are aliens who have a new way of running the

American Government and American institutions.

If Gitlow had been zealous enough in his research into the temperament and attitude of the 11,000,000 American Negroes whom he expects to convert into over-night communists, he would have realized that people who are as one hundred per cent American as Mr. Gitlow is alien, are more interested in developing Americanism than Communism. Negroes are wholly lacking in any revolutionary spirit and are as free from unrest as are the vast majority of thinking Americans, who are satisfied with their country and their government and have no desire to change either.

The 11,000,000 Negroes, of whose cooperation Mr. Gitlow is idly dreaming, are busily engaged in furthering their race progress; educating their children in the ways and practices of the representative form of government; and building up a greater wealth and a substantial future for the generations to come.

PULLMAN PORTERS IN CONFERENCE WITH CO.

CHICAGO, ILL.—(By A. N. P.)—Eighteen representatives elected by the Pullman porters of the entire country to represent them in the conference on wages and working conditions to be held here this week with officials of the company arrived last Monday and Tuesday. The conference has been organized and on Saturday rules had been adopted and preliminary work completed. The elected representatives, a splendid looking group of men, are saying little for publication, but observers predict that definite results will follow their efforts to improve both salary and working conditions. The members of the conference are James Sexton, New Orleans; T. E. Griffith, New York; A. W. Underwood, Boston; Mr. Allen of Buffalo; Mr. Murdock of Los Angeles; Mr. Keen of Grand Rapids, and Messrs. Smith of Omaha; Eugene Anderson, Atlanta, Ga.; T. A. Jones, Jacksonville, Fla.; C. L. Davis, Chicago East; W. H. Boggs, Chicago West; J. R. Pierson, Columbus, O.; John H. Keene, Grand Rapids, Mich.; J. D. Bannister, Philadelphia; W. M. Jobs, Pittsburgh; C. Murdock, Los Angeles, Cal.

Sexton was elected chairman of the conference, T. E. Griffin secretary, and E. Anderson, floor leader.

THIRTY-FIVE NEGROES STRIKE AT FLOOR MILL

Workers Stage Walkout for Wage Increase.

Thirty-five negro workers at the Memphis Hardwood Flooring Company's plant on Thomas Street walked out on strike yesterday morning when demands for a wage increase availed them nothing. The walkout was agitated by half-dozen negro leaders, according to company officials, and a large number of those striking did so under heat of agitation or through fright. Most of them are expected back at work today.

The walkout was orderly in every respect. The men simply quit work and went home. As a precaution against any possible trouble, Sheriff Knight was called upon to dispatch a deputy to the mill.

The flooring plant is believed by company officials to be a sympathetic environment to the walkout of workers on the new Fisher body plant, which is just across the street. Agitation led the men to believe that the Fisher workers had been given a 10-cent increase and that they were entitled to the same.

The strike at the Fisher Body St. Louis corporation plant was not settled yesterday. Nearly 300 carpenters and laborers working on the construction of the new \$2,000,000-unit walked out Thursday when their general foreman, W. L. Richardson, quit the job after a disagreement with the construction superintendent of the Litley Construction Company of Detroit, contractors. Mr. Richardson stated yesterday that he was not discharged and that he did not agitate the strike, but that the men walked out of their own accord. A demand for a wage increase has been made part of the settlement offer proposed by the workers.

AMERICUS, GA. 1926
JAN 25 1926

NEGROES ARE WARNED AGAINST RADICALS

(From The Madisonian)

William Green, president of the American Federation of Labor, has done well to issue a timely and vigorous warning to the negroes of the land not to listen to alien voices that would wheedle them into taking part in any council or congress which—on its own program of agenda—definitely proposes incendiary violence and insurrection. Self-respecting members of the negro race have no desire to forfeit all they have gained in a "struggle against world imperialism." They know

their rights and their wrongs. They do not need to be directed by a steering committee in Moscow. Travailing upward from the days of slavery to the light of a better day and a new freedom, they know that their friends are not those who hold out the prospect of a millennium instantly achieved by fire and sword, over the ruin of the present social order. They have learned by harsh experience; they are not to be fooled, and wild speeches or red ink will not stampede them from their steadfast onward way, as they work out their salvation and realize their destiny.

SEES NEGRO'S HOPE IN STRIKE-BREAKING

Officer of State Labor Bureau
Tells Urban League It Gives
Chance for Recognition.

UNION PREJUDICE CHARGED

Speaker at Session Says That Only
Four Industrial Organizations
Invite Colored Members.

A. J. Portenar, Chief Mediator of the New York State Department of Labor, advised negro workers to become strike-breakers to force recognition of their rights in his address before the National Urban League, the organization for the advancement of the negro, at the Y. W. C. A. building at 179 West 137th Street, yesterday.

Mr. Portenar said that strike-breaking was an extreme and unpleasant means of forcing recognition, but contended that it was one of the most practical methods. He advised laborers to become better workmen so that the unions would be anxious to include them as members.

Charles S. Johnson, Director of the Department of Research of the League, said that the American Federation of Labor was anxious to unionize the negroes to prevent their becoming strike-breakers, but that individual unions were prejudiced against them. He declared that the negro had become a power in strike-breaking and said that colored workers broke the last stockyard strike, the last steel workers'

strike and the strike of the railroad shopmen in 1922. At present, he said, 800 negroes are helping to break the coal strike.

Only four industrial unions invite negroes to membership, Mr. Johnson declared, listing the Longshoremen's Union, the Hod Carriers' Union, the Tunnel Workers' Union, and the unions of common building trade laborers.

The Brotherhood of Sleeping Car Porters contains the largest number of negroes in industry, declared S. E. Grain, its field representative, at the afternoon session in the Russell Sage Foundation at Lexington Avenue and Twenty-second Street.

The negro's need for better technical and cultural training was the leading subject at the afternoon session. John W. Davis, President of the West Virginia Collegiate Institute, said that the race must build up a strong middle class before it could enter the professions with any degree of success. Actual results from negro labor were presented by George B. Fout, personnel manager of the Youngstown, Ohio Sheet and Tube Company, who declared that negro labor was as efficient as white.

NEW YORK CITY CLIPPING
FEBRUARY 6, 1926
NEGRO ENTERS RANKS

The Pullman porters are waiting anxiously for the result of the wage conference now going on in Chicago, although local leaders do

not place any confidence in the parley. They declare that dissatisfaction are growing even among the "company" delegates against reported threats to force them to sign an agreement not approved by the rank and file.

The various districts are demanding that the delegates stand by the program mapped out by the Pullman Porters' Union.

In connection with the negro entering union labor ranks, Hugh Frayne, general organizer of the American Federation of Labor, although not referring directly to the Pullman Porters' Union, stated at a meeting of the National Urban League that the colored laborer is welcome "freely and openly, without reservation or restriction."



Hugh Frayne

JAN 19 1928

Negro Labor in the North

"Communists Boring Into Negro Labor," says a headline in the New York Times of Sunday. The article that follows covers a full two columns. Its purport is that at the present time there are two conflicting movements in the labor world having to do with the present and future status of the negroes. These movements grew of course, as the Times says, "out of the migration of hundreds of thousands of negro workmen from the South to the big industrial centers of the North and West." The first of these movements is bodying itself in a growing demand among negroes for organization, says the Times, "coupled with an increasing tendency in the American Federation of Labor to let down the bars which white unions have raised against negroes." The second movement is an attempt of the Communists to swing the negro labor movement into the most radical channels. This last effort, according to the Times, "appears to be directed by the Communist Internationale in Moscow as part of its world-wide propaganda among backward and 'oppressed' colored races."

The Times says that negro leaders and the negro press throughout the country "have been engaged for some weeks in a violent controversy regarding both movements." There appear to be in fact three points of view among the negro leaders and their advisers. One point of view, represented by James Weldon Johnson and W. E. B. DuBois, "favors organization along conservative trade union lines." Another point of view, represented by Dean Kelly Miller of Howard University, at Washington, "has come out against Unionism, arguing that the best interests of negro workers would be served by standing with capital." A third view is that which would line the negro up with Communism.

So far, the Times thinks, the Communist influences have not made very much impression upon the negroes. Dr. DuBois, who edits The Crisis, is quoted as warning the American Federation of Labor that the negroes must be given the right to organize on the same basis as the whites, else "if you kick them out of the trade unions you kick them into Communism." The Communist group is headed by Lovett Fort-Whiteman, a negro said by the Times to have been dismissed from City College in New York for having been "too radical." Ten young negro students are said to have been sent by

Fort Whiteman to Moscow with Soviet "scholarships" to study in a Soviet university. The Communist program demands "full social equality for the negro in America, with the abolition of laws forbidding the intermarriage of blacks and whites, the removal of barriers which force negroes to live in segregated districts in certain large cities, the repeal of all Jim Crow laws, and the admittance of negroes on equal terms with whites to all theaters, restaurants, hotels, railroad waiting rooms and other public places."

As already stated it is not believed, according to the Times, that the Communist doctrines have made much progress among the negroes. Nor is there any present prospect that they will do so soon. The existence of such an effort is a thing to be noted but hardly a thing to be feared. Communist doctrines have made almost no headway among white labor in the United States and the difficulties in the way of advancing such a movement among the negroes in this country are almost insuperable.

One group of negro workers does seem to have a substantial grievance, namely the Pullman porters, of whom there are said to be about 12,000. A young negro Socialist has been busy for some time past attempting to organize a union of these porters and claims to have 51 per cent of them signed up. This would give the union the right under the rules of the Railway Labor Board to speak for all the porters before the Board. The Porters' Union is demanding that "a porter's minimum wage on beginning work be increased from \$67.50 to \$155 a month and that the basis for the monthly wage be reduced from 11,000 miles (nearly 400 hours) to 240 hours' work." If they could get a fair pay the porters say they would be willing to do without tips but this suggestion will not be taken very seriously, we are sure. What the porters resent most in their present situation is that they are not paid extra when their trains are late and are not paid for the time they spend getting their cars ready for occupancy before going out on a trip. There are signs that the Pullman Company is preparing to make a new arrangement with the porters and if this is of a character to meet their real grievances, and admittedly they have some, it will not be surprising to see this particular union movement collapse.

PULLMAN CONVENTION MAY BRING RELATION ADJUSTMENT

New York, N. Y.—It is reported in this city that the Pullman Company, of Chicago, has issued a call for a national conference with the accredited representatives of its 12,000 porters, which will soon be held in Chicago to discuss wages, hours, working conditions and grievances.

At this time, it is said, an understanding of mutual satisfaction may be worked out with regard to the past four months campaign by professional organizers to organize the entire porter personnel of Pullman cars.

It is said that the porters have agreed by a 80 per cent vote to sit in council with the Company's representatives and dispassionately discuss the organization and other questions involved.

PULLMAN EMPLOYEES HOLD CONFERENCE WITH COMPANY

Chicago, Ill. Feb. 3.—Eighteen representatives elected by the Pullman Porters of the entire country to represent them in the conference on wages and working conditions to be held here this week with officials of the company arrived last Monday and Tuesday. The conference has been organized and on Saturday rules had been adopted and preliminary work completed. The elected representatives, a splendid looking group of men are saying little for publication, but observers predict that definite results will follow their efforts to improve both salary and working conditions. The members of the conference are James Sexton, New Orleans; T. E. Griffin, New York; A. W. Underwood, Boston; Mr. Allen, Buffalo; Mr. Murdock of Los Angeles; Mr. Keen of Grand Rapids and Messrs Smith of Omaha; Eugene Anderson, Atlanta, Ga.; T. A. Jones, Jacksonville, Fla.; C. L. Davis, Chicago East; W. H. Rogers, Chicago West; J. R. Pierson, Columbus, Ohio; John H. Keene, Grand Rapids, Mich.; James Sexton, New Orleans; J. D. Bannister, Philadelphia; W. M. Jobes, Pittsburgh; C. Murdock, Los Angeles, Cal. Sexton was elected chairman of the conference, T. E. Griffin, Secretary, and E. Anderson, floor leader.

PORTENAR URGES NEGRO LABOR TO BREAK STRIKES

New York Labor Mediator Lauds Scabbing

By SYLVAN A. POLLACK.

(Special to The Daily Worker)

NEW YORK CITY, Feb. 9.—Negro workers should become strikebreakers, according to the opinion voiced by A. J. Portenar, chief mediator of the New York state department of labor, speaking at the meeting of the National Urban League, which was held at the 137th St. branch of the Young Women's Christian League, claiming that by so doing, they would gain recognition as to their abilities.

Portenar said that strikebreaking was an extreme and unpleasant means of forcing recognition, but contended that it was one of the most practical methods. He advised the Negro workers to become more effective slaves, stating that in that way the unions would be anxious to enroll them as members.

Charles S. Johnson, director of the department of research of the Urban League, said that the American Federation of Labor was anxious to unionize the Negroes to prevent their becoming strikebreakers, but that individual unions were prejudiced against them. He declared that the Negro had become a power in strikebreaking and said that colored workers broke the last stockyard strike, the last steel workers' strike and the strike of the railroad shopmen in 1922. At present, he said, 800 Negroes are helping to break the coal strike.

Only four international unions invite Negroes to membership, Johnson declared, listing the Longshoremen's Union, the Hod Carriers' Union, the Tunnel Workers' Union and the unions of common building trade laborers.

Labor-1926

Unions, Strikes, etc.,

N. J. Mill Strikers In Race Clash

the reduction applying to all forms of money lending, including direct loans, chattel loans and salary purchasing. Besides protecting the borrower, the proposed bill should result in no great hardship to legitimate Georgia businesses, for large concerns have been built up, charging a maximum of only 6 per cent per annum," Mr. Hendrix stated.

Atlanta, Ga., Georgian

Negro Mechanics To Meet at Macon

H. S. Bynes, of Macon, state secretary of the Negro Blacksmiths and Auto Mechanics' Convention, announces that a convention will be held in Macon, Ga., July 27 and 28, for the purpose of raising the standard of the craft, looking forward to greater service for the state.

The work of the convention will consist of scientific demonstrations, lectures and drawings; also exhibits. Mechanics are asked to enroll through H. S. Bynes, 813 Broadway, Macon, Ga.

ATLANTA, GA. Constitution

NEGRO BLACKSMITHS TO MEET IN MACON

Macon, Ga., July 10.—(Special.)—A state convention of negro blacksmiths and automobile mechanics will be held in Macon on July 27-28 for the purpose of raising the standard of the craft to greater service, H. S. Bynes, secretary of the state organization, announces.

The work of the convention will consist of scientific and practical demonstrations by lectures, illustrated by drawings. There will also be a department of exhibits.

Every mechanic in the state is urged to enroll as a member through the secretary, H. S. Bynes, 813 Broadway, Macon.

Loft, N. J., April 22.—(Preston News Service)—Racial encounters entered the textile strike Wednesday and police had to be called to quell the clashes between the white strikers and the Negro mill workers. Eight men were arrested. Many of the men were wounded and several of the strikers sustained bruises and cuts about their faces and bodies.

It is said the strikers were from the plant of the United States Piece Dye Works here. The Negroes continued their work in the mill as soon as the disturbances were quieted. Picketing is said to be a daily occurrence.

Late Wednesday the picket went near the Negro homes and attempted to intercept the night shift on their way to work. Police are guarding the homes of the Negro workers.

HENDRIX URGES BILL TO REDUCE LOAN SHARK EVIL

Walter C. Hendrix, prominent Atlanta attorney and senator elect from the 36th senatorial district, which includes Fulton county, and a candidate for presidency of the state senate, will urge a reduction in interest rates on loans as soon as the legislature resumes activities this summer. Mr. Hendrix has prepared a bill which he believes will eliminate to a large extent the loan shark evil in Georgia, by reducing the present maximum interest rate of 3 1-2 per cent per month to 2 per cent.

Mr. Hendrix stated Wednesday that the present law in Georgia, which allows a charge of 12 per cent per annum, is open to abuse, and he believes that, while a maximum of 24 per cent which the proposed bill provides for, is also too high, it is a step in the right direction and is likely to receive more support than a more drastic cut.

The measure was prepared after a careful study of court records in small loan litigation," Mr. Hendrix said, "and it has been so phrased as to avoid possible attempts of evasion

Georgia.

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Unions, Strikes, etc.,

NEGRO WORKERS TO HEAR W. TRUMBULL ON SUNDAY EVENING

Walter Trumbull, U. S. soldier released from Alcatraz Military Prison after serving a sentence of one year for membership in the Hawaiian Communist League, will attempt to organize Filipino sugar plantation workers to fight the American sugar barons. He will speak at the Metropolitan Community Center, 3118 South Giles Avenue, Sunday evening, March 14 at 8 o'clock, under the auspices of the Negro Anti-Imperialist Association.

ABOLITION OF LABOR BOARD "A REAL LOSS"

"New Railway Act I Weak," Says Mays

In view of his consistent opposition to the Watson-Parker railway act which abolished the labor board, R. Mays of Chicago, most active and successful organizer and representative of railway laborers of our group, was interviewed by a Defender reporter on the following specific question: Does not hand down any ruling, legislation on Race railway employees? First, is the new machine more to our benefit than the recent effort to organize Pullman porters?

Mr. Mays was everything but optimistic in his account of the hard-won advantages secured through the labor board, which included the right to organize and be represented by counsel of the employees' own choosing; the opportunity to bring cases to the board and get decisions based on American public opinion, and the fact that the old law operated as readily for the small or weak groups of employer and without the necessity of creating

situation which threatens substantially to interrupt interstate commerce. "I wish flatly to say that in spite of certain weaknesses due to the omission of congress the old labor board was better for Race employees than the present labor act," said Mays. "If the day any employee representative properly certified, could get to the board and give a decision."

Facts Misstated

"Most of the information being given out to our men is coming from the mouth and pen of A. Philip Randolph, who for nearly a year has been trying to organize one of our groups. He has wasted 10 months failing to take advantage of his opportunity to appear before the railway labor board and get a decision. Every two or three weeks he promises action. Now he is promising action under the new railroad labor act. "Randolph has not read the new railway labor act, or if he has read it, doesn't understand it. When he speaks of the board of mediation sitting and rendering decisions, he is reading something into the law which does not exist. A board of mediation simply hears both sides and tries to bring them together, and it does this without formal hearings. It has no power to render a decision and so, when men are told that the board of mediation is the equivalent of the railway labor board, which rendered decisions, they are being misled."

"Any suggestion that any group of employees can enforce its demands is absolutely without foundation. For instance, if a board of mediation fails in its effort at conciliation, the next step is arbitration, but under the terms of the railway labor act arbitration is voluntary. In other words, neither the employee nor the employer can be forced to arbitrate and no individual force or governmental power can make them arbitrate. If arbitration is declined and there is the possibility of the interruption of interstate commerce, the president can appoint a fact finding commission. The functions of this commission are to make an investigation and report to the president. The commission neither does it make any decision in its judgment say which party to labor board? Second, how does the controversy is in error, and that the end of the road."

No Strike Expected

"Anybody who states anything to the contrary is doing so with the deliberate purpose of misleading men or groups of men. Such statements are not only not in accord with facts but they are diametrically opposed to the statements made by men who helped draw the bill, who appeared before committees of the senate and house, whose testimony is on record and whose analyses of the workings of the act have been printed in the big brotherhood magazines. "As to the skilled Colored workers

firemen, shopmen and trainmen, it is the old story of the proponents of the "Anderson amendment" to the Cummins-Esch bill and the Howell-Barkley bill, looking out for the interests of their membership and that does not mean the black man. Protective committees under the law might help prevent certain discrimination from which we now suffer. The procedure for these groups will be determined at a conference which I have called for next month at a point south. The dining car men working under contract have been advised to seek conference to ask renewal of same. Cases remanded by order of the old board when it quit are handling the same way."

Asked pointedly, "What about the Brotherhood of Sleeping Car Porters?" Mays bluntly replied, "I know nothing of the brotherhood, but I do know the porters will never strike or threaten to strike, and without that situation there will be no emergency board or fact finding commission appointed by the president. So what do you mean, brotherhood? For either porters or conductors the situation, economically, is the same."

ILLINOIS STATE F. OF L. FLAYS DISCRIMINATION

Postoffice Employee Makes Resolution Against Jim Crow

Finding that owners of hotels, cafes and other public places at Streator, Illinois, were refusing to serve members of the Illinois State Federation of Labor recently held in that city, James A. Green, representative from the Post Office Clerks of Chicago, called this fact to the attention of the body and asked that some action be taken.

A resolution sponsored by W. E. Reynolds, who is a Caucasian, was presented to the body, reading as follows:

Whereas, the motto of the Illinois State Federation of Labor is that no man shall knowingly be discriminated against because of race, religion, and color; and

Whereas, there has come to the undersigned members of this resolu-

tion a direct affront, repulsive in action and nauseating to the manhood of the undersigned, a vicious practice of a good number of restaurant owners of this city in refusing to serve meals on account of their race, therefore, be it Resolved, that on this 18th day of September that the Illinois State Federation of Labor in convention assembled, does condemn this vicious and un-American attitude on the part of the cafe owners guilty of same.

After all delegates had spoken on the resolution, including Mr. Green, who recounted some of his personal experiences in being denied service and accorded scant courtesy while in Streator, the resolution was referred to a committee for further action.

ORGANIZE NEGRO WOMEN WORKERS THRUOUT CITY

That the strike of the Negro women workers employed by the Maras date stuffing factory should be made the first step toward organizing all of the industries in Chicago which employ Negro women was the keynote of an enthusiastic meeting Sunday afternoon which was held at the Union Trade Hall, 3358 South Michigan Ave., and the hall was packed by the strikers and sympathizers.

Many Speakers.

Speakers included Lovett Fort-Whiteman of the American Negro Labor Congress, Doris Lohse of the International Workers Aid, Irene Goins of the Women's Trade Union League, Isbel of the American Negro Labor Congress, W. Matheson of the Chicago Window Washers' Local 40, and Mrs. Robert Jones and Mrs. Ella Smith, two of the strikers who were arrested by police.

Used as Pawns.

The strikers were told that only organization could prevent Chicago employers using the Negro women workers as pawns to beat down the wage standards of other workers, as well as themselves. They were urged to maintain their struggle until the date company would recognize their right to collective bargaining. This was met with great applause by the strikers.

Federation Meets With Negro Women to Give Strike Aid

Officials of the Chicago Federation of Labor and the strike committee of the Negro women who are striking against wage cuts by the Maras stuffed date factory met in conference Tuesday to discuss plans for relief of the strikers.

The federation is co-operating with the Negro women workers to help them win their fight for their living standards.

More workers are joining the strike each day, it is reported. Strikes in other industries where Negro women are employed are predicted as a result of the action taken by the date stuffers.

Financial assistance is needed by the strikers, as they are almost destitute because of being on strike for so many days and because they received such low wages while they were working.

Colored Hotel Employees To Hold First Convention

Chicago, Ill.—Colored employees in hotel service throughout the country are manifesting interest in the first annual convention of these men, which assembles at Chicago, September 14, 15 and 16, 1926.

A practical and constructive program has been outlined by Chairman C. H. Brown, head waiter of the Cooper-Carlton Hotel and a committee of local service officials. Managers, maitre de hotels and proprietors of the many local establishments, as well as prominent citizens of this city, are co-operating with the local committee of management.

Advance notices indicate attendances from points as far south as Miami, Savannah and New Orleans, and as far west as Albuquerque, New Mexico,

POLICE JAIL TWO NEGRO WOMEN IN CHICAGO STRIKE

Passaic police tactics were used in Chicago Monday morning when a squad of coppers was used to disperse a crowd of women strikers who were picketing the premises of the Maras & Company date factory, 214 West Kinzie street.

Summoned by the officials of the factory who Friday had given notice of a wage reduction, the third within a year, the police rushed the strikers. Two of the women were taken to jail. They were Elizabeth Griffin, 3638 Ellis Park, and Mrs. Laura Smith, 17 South State street.

Held in jail two hours, they were released only after intercession by the American Negro Labor Congress.

Every one of the hundred workers who walked out in a body Saturday morning for picket duty despite the heavy rain that fell all morning.

Earned \$14 A Week.

The workers had been receiving six and one-half cents per pound stuffing dates. At this rate, an extra speedy worked might be able to make \$2.60 a day by working nine hours without a let-up.

The average amount earned by the workers was \$14 a week. But the Maras company desired more in their earnings even still more and issued Friday's notice. Other workers at the factory have even lower scores.

Hold Meeting.

From the factory premises the workers went to 30 North Wells St., where a strikers' demonstration meeting was held. The trade union committee of the American Negro Labor Congress offered its assistance and helped organize a relief committee that will work with the I. W. A.

A delegation was sent to headquarters of the Chicago Federation of Labor to ask for unionization. No action had been taken by the federation up to Monday night. A temporary union organization, however, has been begun. Headquarters are at 30 North Wells street.

LABOR SLUGGERS WHO KILLED MAN ARE INDICTED

Sexton Held Without Bail; His Pals Are Freed In Bonds Of \$20,000 Each

Seventy-two hours after three labor sluggers, Michael Sexton, Thomas Connors and Albert Cress of the Chicago Flat Janitor's Union had wantonly killed Edward Dunn, 1828 Fulton street, head of the Afro-American Flat Janitors' Union in the presence of a detective bureau squad which captured them afterward, they were indicted in a special session of the Cook County grand jury Thursday afternoon. Not long after the indictments had been returned to Chief Justice Lindsay in the Criminal Court, Cress and Connors were released on \$20,000 bonds each. Sexton is being held without bail pending the trial. At the inquest Wednesday at the County morgue, the trio refused to testify on advice of their counsel, William Scott Stewart.

Intimidation Attempted

The Afro-American Flat Janitors' Union of which Dunn was the head was considered by officials of the so-called regular Union as an outlaw organization. Numerous threats were made by them, it is reported, for Dunn to cease his activities and come back into the regular Union from which he withdrew several years ago.

As Dunn rode by Filmore and Richmond street Tuesday, the sluggers who had been touring the district in a Buick sedan called him to the car. The men demanded that he give up the Union which he had already organized. At this, Dunn is said to have issued a defy that he would "cut all their heads off before I'll do that." Shots rang out. Dunn fell dead with three bullet wounds in his chest. Sergeant Maher's detective bureau squad which at the time was stationed across the street, captured the men with guns in their hands.

"Sexton Shot," Connors

When questioned at the Filmore street station by the arresting officers as to just what transpired before the shooting, Connors admitted that he and his companions had gone out to persuade Dunn to get back into the regular Union and give up his present work.

"We called to him to come over as he rode by," said Connors. He stopped and Sexton asked him why he didn't stay with us: "I'll cut all your heads off before I'll do that." Just then somebody shot from the alley. We thought it was Dunn's gang and that he was going to

shoot next. So Sexton pulled his gun and shot Dunn."

Dunn's Men Slugged

The headquarters of Dunn's Union is located at 2303 W. Lake street. George Jones, the business agent, stated that it is a chartered organization but it is not affiliated with any other labor organization. It has a membership of fifty.

Shortly after Frank Wilson, 1752 Mozart street had obtained a \$200 month job through Dunn's organization, two men came to his home one morning and assaulted him with a revolver after looking at his union card. One week ago, Thomas White, 1225 Fairfield avenue, was severely beaten by three men in an alley in the rear of his home. They demanded that he leave the Dunn organization at once.

Same Old Feud

It is pointed out by colored labor leaders of the southside that this is but another chapter of the bitter fight for equal recognition in the labor unions. It is said that while the white unionists will not tolerate colored members on an equal footing, they bitterly oppose their organizing separately and resort to homicide, arson and sabotage to prevent it.

COLORED GIRLS AIDED IN LABOR CONTROVERSY

CHICAGO, Dec. 8. — The local Federation of Labor has supplemented its support of colored girls on strike against the Maras date and fig factory by issuing an appeal for financial and moral support to leading colored clergymen. The girls were unorganized when they ceased work. Their cause was taken up by trade unionists who organized them, and are assisting to secure a living wage and sanitary work condition.

In their appeal to the clergy, the unionists say: "You can appreciate their hardships when you know that under the old rate they received \$3.50 per week for beginners and \$14 per week for those with two years' experience and insanitary condition of their employment, one lavatory for 100 girls and one small sink to wash their hands and work rags. If the general public were acquainted with these conditions they would not purchase the product of concerns that handle eatables in this way."

"The Chicago Federation of Labor expresses appreciation to the ministers who have given their sympathetic support to these colored girls. We believe this will lead to collective bargaining, better standards of life develop self-respect and hasten the day of industrial equality."

Negro Toilers Hear of Steel Trust's Disregard for Lives of Workers

H. M. Wicks, of the editorial staff of the DAILY WORKER, spoke before the meeting of the U. N. I. A. last night, expressing the murderous responsibility of the steel trust and the utter disregard for human life shown by the so-called "safety experts" of the mills. His remarks were received with great enthusiasm by the audience, composed largely of Negro workers and their wives.

Heywood Hall and B. Dunjee, of Chicago, representing the American Negro Labor Congress, spoke on the necessity of the Negro workers getting together with the other workers in the steel mills to form organizations that will defend the interests of the workers against just such disasters as that of Monday.

Colored Factory

Girls Organized

Chicago, Nov. 10.—President Fitzpatrick and other officers of the Federation of Labor, are aiding colored girls whose low wages at a date and fig factory forced them to strike. As beginners they were paid \$4 to \$5 a week. After one year, they make \$8 a week. There is no dressing room and work and sanitary conditions are bad. The girls have been organized and the trade unionists are directing them how to conduct their fight for better conditions.

Negotiations Under Way To Halt Strike

CHICAGO, Ill., Nov. 4.—Negotiations toward the ending of the strike of Race women workers against the Maras & Co., date stuffing factory, 214 West Kinzie street, are being conducted, it is announced. Conferences have been arranged by the Chicago Federation of Labor with the employers.

Monday was set as the date when a definite settlement will be made. A committee from the strikers and a representative of the C. F. of L. is meeting with the bosses.

Picketing Ceases

During the conferences militant activities of the women have been suspended and picketing has been

stopped temporarily until an agreement is reached.

Among the demands insisted upon by the workers are recognition of the Date and Fig Workers' Union, a wage increase of one-half a cent pound over the old scale, improvement in working conditions and sanitation provisions, shorter working hours.

Under no condition will the workers back down on their demand for recognition of the union, declare strike leaders. This is their prime demand. The half cent a pound increase will increase the weekly wages from about \$14 to \$16. The company desired to decrease the wages to \$12, and the announcement of this resulted in the strike.

There are at present no sanitation provisions in the factory, the workers charge, making for much discomfort among the workers.

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Union Men Parade In New Orleans, La.

NEW ORLEANS, La., Sept. 16
(By A. N. R.) - Colored long-
shoremen headed by their president,
M. M. Johnson made their first
appearance in several years in the
annual labor day parade, and were
loudly cheered by both white and
colored sympathizers of labor.

Louisiana.

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National Association of Colored Waiters and Cooks

HEAD OF BIG HOTEL WANTS EDUCATED MEN

Negro Waiters Told To Get
Education and Conquer the
Hotel Field; Believes in Col-
ored Help.

DRIVE FOR CLEAN MEN IN THE DINING ROOMS

(By The Associated Negro Press)

Chicago, Ill., Sept. 2.—Declaring their faith in the future of their profession and urging the waiters of the country to so improve their service and comport themselves that colored waiters may greatly enlarge their field of work, the National Association of Colored Waiters and Cooks held its first annual session, September 14, 15, and 16 at the Unity Civic Center here. Maitre D's, head waiters, chefs, and side waiters from every section of the country were present comparing notes, exchanging ideas on service, listening to experts representing some of the leading hotels of the country lecture on the duties, responsibilities, and possibilities before the colored waiter.

Will Use Negro Help

"You have your future in your own hands," said Frank Gregson, white, manager of the Southern zone of the American Hotel Corporation, an organization which with its companion, the United Hotel Association, employs some 4,000 colored men and women in hotels throughout the country. Mr. Gregson who is a southerner and who came from Chattanooga, Tenn., under direct orders of his chief, General Kincaid, to present greetings to the Cooks and Waiters, won applause and approval when he said that the definite purpose of the group of 27 hotels he represented was to give the United States the best hotel service possible and that their established policy was to use Negro cooks and waiters. Mr. Juan Muller, Maitre D of the New Palmer House of Chicago, one of the finest hostleries in the country, with a service produced with an all colored staff whose excellence is attracting the attention of hotel owners and man-



COOKS AND WAITERS HOLD MEETING HERE. The first national gathering of the National Association of Colored Cooks and Waiters of America was held in Chicago last week. More than 300 delegates representing every large hotel center in the country were present. The sessions were held at the Unity Clubhouse, 3140 Indiana avenue. Chyloe Brown was elected national president of the organization.

Hotel Men End Session; C. H. Brown Made Head

The first national convention of Waiters and Cooks association of the United States and Canada ended its three-day session last week. Thirty states were represented by more than two hundred delegates from the largest hotels, sponsored by the Waiters and Cooks Progressive Association of Chicago. The meeting, which was held at the Unity Clubhouse, 3140 Indiana avenue, Chicago, Pa., in the evening. The next convention will be held at Harrisburg, Pa., in 1926. At the election of officers held on the closing day, Chyloe H. Brown of Chicago was made president; Morris A. Cowan, Harrisburg, Pa., vice president; S. R. Dunleavy, St. Louis, secretary; Samuel Bloyin, Birmingham, Ala., treasurer, and C. S. Carr, Chicago, corresponding secretary.



Chyloe H. Brown

WAITERS PLAN TO CONQUER HOTEL FIELD

Chicago, (ANP)—Declaring their faith in the future of their profession and urging waiters of the country to improve their service, the National Association of Colored Waiters and Cooks held its first annual session here at Unity Civic Center three days last week. Heads of hotels and side waiters from every section of the country compared notes, exchanged ideas on service and listened to experts representing some of the leading hotels of the country lecture on the duties and responsibilities of a waiter.

Frank Gregson, white, manager of the southern zone of the American Hotel Corporation, an organization of 27 hotels, won applause when he said the definite purpose of the management was to give the United States the best hotel service possible and that the established policy was to use colored cooks and waiters. He now employs 4,000.

Juan Muller, head of the New Palmer House, Chicago, which has in all colored staff, said his hotel was opened last fall, hotel managers predicted that a colored staff would not give satisfactory service in dining rooms and at banquets.

"You men have proved them wrong," said Mr. Muller who estab-

lished a school and drilled into his staff every principle and fine point in European and American service. "There is just one thing I wish to see this organization do. Make it educative. Keep on training and improving. Be the best in the profession. It takes a man of ability, personality, and skill to be a waiter. Take pride in your profession and by improving the standard you will cause the doors of America's finest hotels to swing open."

The next meeting will be held in Harrisburg, Pa. Officers elected were:

President, Chyloe Brown, Chicago; vice President, Morris Cowan, Harrisburg, Pa.; Corresponding Secretary, S. R. Dunleavy, St. Louis; Recording Secretary, S. C. Carr, Chicago; Treasurer, S. Bloyin, Birmingham.

COOKS-WAITERS MEET SOUTHERN RY. OFFICIALS

WASHINGTON, D. C.—The Adjutant Committee of the Brotherhood of Dining Car Employees on Southern Railway and Dining Car Management of that system meet in



LEMUS

throughout the far-flung territory of the Southern Railway and includes brotherhood Vice Grand Presidents S. Munroe Scott, Cincinnati and W. H. Estes, Atlanta; Carter Watkins, Chattanooga; John Smith, Jr., Charlotte, N. C.; W. Belcher, Atlanta and local president A. L. Queenan, vice president J. G. Dickerson, R. H. Hamilton and Chairman J. P. Covington—all of Washington.

Mr. W. F. Kusch, Manager of Dining Cars, with his Superintendents, Messrs. Lawrence and Crowe, will appear for Management. Riezel B. Lemus, Grand President of the brotherhood, will head the organization group.

9-25-26

agers all over the country described how when the new hotel opened last fall, a chorus of prediction went up from hotel managers "that colored waiters could not handle a hotel the size of the Palmer House and give satisfactory service in dining rooms and at banquets." "You men have proved them wrong," said Mr. Muller, who established a school and drilled into his staff every principle and fine point in European and American service. "There is just one thing I wish to see this organization do. Make it educative. Keep on training and improving. Be the best in the profession. It takes a man of ability, personality, and skill to be a waiter. Take pride in your profession and by improving the standard of the colored waiter in the country you will cause the doors of America's finest hotels to swing open."

The progressive Waiters' and Cooks' Association of Chicago under the leadership of President Irving W. Gray, head waiter at the Del Prado, and Chylow Brown, whose work was largely responsible for the success of the meeting, were hosts to the convention in their well appointed headquarters on Michigan boulevard.

The next meeting will be held in Harrisburg, Pa., where the Head-waiter Morris Cowan will be host.

WAITERS HOLD FIRST ANNUAL CONVENTION

Gathering Addressed
by Able Speakers

The first national convention of the Waiters and Cooks association of the United States and Canada opened at the Unity club, 31st St. and Indiana Ave., Tuesday. The visiting delegates are the guests of the Waiters and Cooks Progressive association of Chicago and the clubhouse at 3659 Michigan Ave. has been a scene of activity all week.

There are more than 250 delegates to the convention representing 30 states and Canada. Albert G. Barnett of the Edgewater Beach hotel, Chicago, is acting as temporary chairman of the executive committee.

Among the headwaiters of the country's largest hotels here to attend the convention are: Morris Cowan, Penn-Harris hotel, Harris-

burg, Pa.; Ben. W. Webb, Walt Whitman hotel, Camden, N. J.; Gerald Birdsong, Indianapolis Athletic club, Indianapolis, Ind.; John W. Overton, Post Tavern hotel, Battle Creek, Mich.; John A. Davis, Portage hotel, Akron, Ohio; Fred Gresham, Lawrence hotel, Erie, Pa.; P. J. Dohy, Jefferson hotel, Columbia, S. C.; James Williams, Deming hotel, Terre Haute, Ind.; John C. Brooks, Henrick Hudson hotel, Troy, N. Y.; E. W. Hopkins, Orlande hotel, Decatur, Ill.; A. W. Leonard, Kentucky hotel, Louisville, Ky.; B. Harmon, Tutwiler hotel, Birmingham, Ala.; John Curry, Pantlind hotel, Birmingham; Ralph Rowland, Union club, Cleveland, Ohio; John Jamison, Marion hotel, Charleston, S. C.; W. A. Brook, Kenilworth inn, Asheville, N. C.; Eugene Kelly, Detroit, Mich.; James Clark, Claypool hotel, Indianapolis, Ind.; and J. W. Sykes, City club, St. Louis.

The convention will go into a permanent organization, elect officers and decide upon a meeting place for 1927. Harrisburg, Pa., so far leads the selection.

On Wednesday afternoon the delegates and temporary officers were addressed by Frank Gregson, zone manager of the southern zone of the American Hotel corporation, who came on from New York for this purpose. Other speakers were M. Laczko, maitre de hotel, Edgewater Beach hotel, Chicago, and Jaun Muller, catering manager, Palmer House hotel, Chicago. All three are white and are among the most ablest hotel catering experts in the country.

Tuesday evening the delegates listened to addresses by Wm. Henry Harrison, assistant attorney general of the state of Illinois; Editor Robert S. Abbott, Alonzo Locke of Memphis, Morris Cowan of Harrisburg, Bishop Carey of the A. M. E. church and others.

A cabaret party at the Dreamland Gardens Tuesday and business, sight-seeing and a grand ball Thursday comprised part of the program.

Our Cooks And Waiters To Educate

The first annual convention of the National Association of Colored Waiters and Cooks which met in Chicago the middle of September got less whooping-up than the most of our numerous national gatherings of the past summer got, but it is doubtful if we had a convention of greater import than the meeting of the waiters and cooks.

In the past two decades we have had to witness with a sort of mixed feeling of uneasiness and just plain indifference our race gradually but steadily losing its hold on the domestic labor field in which it has held undisputed mastery from the days of the founding of the nation. Our loosening grip upon this field has accompanied our increasing educational ratio. In fact the cause for it is in a large measure traceable directly to our educational expansion, we having in the past thirty years experienced a wave of educational enthusiasm, which though bringing to us incalculable benefit, precluded our interpretation of education in accord with practicalities. We are now getting on surer ground, however. We are coming to understand that education is not necessarily aimed to bring about a physical emancipation of the masses from the labor of the world, but to bring to them a mental and spiritual emancipation which will lend to labor a training and philosophy that will elevate and dignify it unto man's happiness and his Creator's glory.

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Unions, Strikes, etc. COLORED LAUNDRY WORKERS SHOW INTEREST IN UNION

20,000 Women Are Now Being Organized By Trade Union

Efforts to better conditions of laundry workers by inducing them into the union is being vigorously pushed by the Trade Union Committee of which Frank R. Crosswaith is executive.

There are approximately 20,000 women and men working in laundries in the metropolitan city. Reports indicate that they do not all enjoy the best wages, short working hours, pay for overtime or proper sanitary conditions.

There have been held recently three mass meetings at the Union Settlement Hall, 231 East 104th street, and colored laundry workers attended in a greater proportion than the whites.

Mr. Crosswaith stated to a New York Age reporter Tuesday that the interest in the laundry workers union, now being organized, which colored girls are showing is very high. He is proud of the opportunity offered members of the race as executives in trade unions which office heretofore has been denied them.

In practically every union north while the officials are all whites. In one union in New York City which has a membership of 90 per cent colored, there is not one colored member holding office.

There will be another mass meeting at the Union Settlement Hall on the evening of February 10, at which time the speakers will be Gertrude E. McDougals, assistant principal, P. S. 89; Rose Schneiderman, Women Trade Union League; Hugh Frayne, American Federation of Trade; and Frank R. Crosswaith, executive secretary, Trade Union Committee for Organizing Negro Workers.

Charles S. Johnson, research director, in his report at the National Urban League Conference of a survey recently made, stated that there were 100,000 Negro workers in trade unions of whom more than 65,000 were in about half of the locals of 48 A. F. of L. national and international unions, all of the locals in New York, Chicago, Detroit and Washington, D. C. and a number of other states and in the three independent Negro unions: Railway Men's Independent Benevolent Association, Dining Car Men's Association and Brotherhood of Sleeping Car Porters.

He also reported that there were eleven A. F. of L. unions that excluded Negro workers, namely: boilermakers, switchmen, railway telegraphers, railway carmen, railway mail association, railway clerks, commercial telegraphers, machinists, wire weavers, glint glass workers, and master, mates and pilots.

Mr. Johnson's reports further stated that there were some unions that admitted Negroes but did not encourage them; others admitted Negroes freely but in separate locals; some admitted Negroes in unions having mixed membership. Locals with a large percentage of Negro unionists are longshoremen, hod carriers, tunnel workers and building laborers, which were not skilled trades requiring apprenticeship.

The Pullman Porters have not yet expressed their policy and the dining car men have not shown favor toward affiliating with the American Federation of Labor.

Although there are proportionately twice as many colored as white workers in agricultural and domestic occupations on the other hand a million Negroes are in northern industries.

Y. C. HERALD TRIBUNE MARCH 13, 1926

Negro Laundry Workers Meet To-morrow to Discuss Union

Organization of 20,000 Negro laundry workers, which has been going on for months, has reached the stage where it will be possible to call a mass meeting, according to an announcement yesterday by a joint committee representing the Women's Trade Union League, the Trade Union Committee for organizing Negro workers and the International Laundry Workers' Union.

The first mass meeting has been scheduled for to-morrow afternoon, at the 137th Street Branch for Colored Women of the Y. W. C. A., 179 West 137th Street. The movement seeks to increase wages, shorten hours and to remedy unsanitary conditions.

Y. C. HERALD TRIBUNE MARCH 15, 1926

Negro Laundry Workers Meet to Organize a Union

Men and Women Hear "Uncle Tom" Type Criticized by Pullman Porter Agent

An organization meeting to launch a new union of Negro men and women employed in New York was held yesterday in the West 137th Street branch of the Young Women's Christian Association. Miss Rose Schneiderman, president of the New York Women's Trade Union League, presided. She said the organization campaign will continue until the 20,000 Negro laundry workers in the city are fully organized.

New York.

S. E. Grain, field representative for the Brotherhood of Sleeping Car Porters, predicted a closer bond between white and Negro labor.

"When the white workers get away from the idea that they are a part of the white supremacy in America," he said, "and realize that capital has no more regard for white labor than it has for colored, and that it wants only cheap labor, then there will be more humaneness between white and colored workers and they will join in the common cause."

Grain denied the Brotherhood of Sleeping Car Porters was having difficulty in collecting \$5 enrollment dues and said that applications for membership were "coming in every day."

"There are some 'Uncle Tom' Negroes working as porters and they can't get away from the idea of paternalism," he added, "but we don't want that kind of man in our organization."

According to Miss Schneiderman, laundry workers are employed ten hours a day, the men receiving \$24 a week, the women \$12 to \$20.

Y. C. HERALD TRIBUNE FEBRUARY 5, 1926

Unions Bar Negroes Through Prejudice, Investigator Asserts

Only Four Organizations Invite Colored Members, Charles S. Johnson Tells National Urban League

Race prejudice is excluding Negroes from trades unions, speakers said at the annual conference of the National Urban League, an organization for the advancement of the Negro race, which met yesterday at the Harlem branch of the Y. W. C. A., 179 West 137th Street.

Charles S. Johnson, director of the league's research department, reported that from 75,000 to 100,000 Negroes in this country belong to trade unions, but only four unions invite Negro members. These were, he said, longshoremen, hodcarriers, building laborers and tunnel workers. In this city 14,000 Negroes belong to unions, 5,000 of whom are longshoremen.

Unions which do not encourage Negroes to join, Mr. Johnson reported are the boilermakers, railway telegraphers, flint glass workers, switchmen mechanics, wire workers, railway carmen, railway clerks and pilots. In recent years, he added, the American Federation of Labor has strongly supported the unionization of Negro workers so they might not be available as strike breakers, but, he added, the federation desires the formation of separate Negro organizations.

A. J. Portenar, chief mediator of the State Department of Labor, told the delegates that until the Negro becomes as competent as the white worker he

might expect to find prejudice against his employment.

It was disclosed in a report submitted by S. E. Grain, field representative of the Brotherhood of Sleeping Car Porters, that the porters plan to make demand for higher wages next spring.

He said the organization has the largest group of Negro workers in the country, its membership being 30,000, and that since last August, when it was organized, it has taken in more than 50 per cent of the porters. The union now is trying to raise the monthly wage from \$67.50 to \$155, with better working hours.

Police Commissioner McLaughlin asked for the co-operation of Negroes in dealing with gambling and the "black and tan cabarets" in Harlem when he spoke at the night session of the conference in the Church of the Holy Trinity, Brooklyn. He praised the race for improving its condition in Harlem, but said he believed too many Negroes sought success as lawyers and physicians.

He declared there would be no politics in the Police Department in his administration and that Negro men would receive the same consideration as the others.

PORTERS' UNION MOVE TO LINE UP ALL CAR WORKERS

Special Dispensation For Thirty Days For New Mem- bers And Those Who Have Paid Part of Joining Fee.

New York, June 2—A. Philip Randolph, General Organizer of the Brotherhood of Sleeping Car Porters, after completing a tour of several states in which numerous meetings were held in interest of the Brotherhood, issued the following statement here today:

"As a result of our sweeping, onward, conquering march through seven eventful and dramatic months of supreme struggle to organize the Pullman Porters and Maids for a living wage, better hours and conditions of work, we have built up a mighty and gigantic organization in the Brotherhood of Sleeping Car Porters, in the face of the greatest opposition ever encountered by Negroes.

"It is an unmistakable monument of race achievement, a tribute to the intelligence, courage, and loyalty of our members and a definite challenge to the reckless and unreasoning oppression of 12,000 Pullman Porters and Maids in par-

ticular and the race in general.

"We are preparing to be the first to file our case with the new board. Our chances for success are much brighter and greater. But naturally our success will depend directly upon our strength. With 51 per cent we will get 51 per cent consideration. But with 80 or 90 per cent, we can and will get a much higher consideration.

Thirty Days Dispensation

"Now, in order to swell the rising tide of our organization, the Brotherhood is inaugurating a dispensation, June 1, 1926, for thirty days for new members and those who have paid a part of their joining fee.

"During this dispensation Porters and Maids who join and pay \$5.00 in full will not be required to pay back dues, but their dues will begin with June, the month they join.

"All part-paid members who pay up in full during this dispensation will not be required to pay the back dues from last October, but their dues will begin with June."

R. E. Johnson Elected

General Secretary Of Brooklyn Labor Union

To the readers of The New York Age: We, the officers and members of the Building Service Employees International Union of America, Local 51, affiliated with the American Federation of Labor take pleasure in announcing the election to office of R. E. Johnson, Secretary. F. E. Johnson of 1655 Union street, Brooklyn, N. Y. is also a member of the Executive Board. This organization bids fair to become the largest organized body affiliated with the American Federation of Labor in Greater New York.

The Executive Board
LOCAL 51
Brooklyn and Queens.

DINING CAR EMPLOYEES WIN DIFFICULT FIGHT

Agreement Reached With N. Y., N. H. and H. Railroad Company After Many Months

NEW YORK, June 3—After nearly nine months of difficult negotiations the Brotherhood of Dining Car Employees concludes an agreement with the New York, New Haven and Hartford Railroad General Management governing rates of pay and rules of dining car cooks-waiters on that system.

The first formal contract ever local adjustment committee had negotiated by a railroad and dining car employees was that of the "New Haven" and the dining car brotherhood in 1921. A superceding contract was consummated in 1924. It was not until the contract just signed was made that inequalities affecting cooks-waiters were removed, thus making successful a persistent five year fight by the organization.

In 1919 the Brotherhood of Dining Car Employees made the representations to the Railroad Administration which brought the 8-hour day (240-hour-month) and overtime payment to all dining car cooks-waiters. Such a grant was not extended beyond the Federal Control Period, however, and the organization has preserved the 240-hour-month throughout the eastern territory by conflict with each railroad. From the onset, the New Haven dining car department interpretations of the Rail Administration order and the first contract with reference to the 240-hour-month were arbitrary and far-fetched. In this respect it differed from all railroad dining services.

The New Haven insisted on making a basic month both 240 hours and a calendar month. For instance, under provisions of the 240 hour month an employee serving that number of hours in less than the days of a full calendar month—say in 20 days is entitled to a full month's pay—even though he worked no more the rest of the month and all additional time should be paid for as overtime.

The New Haven dining car department insisted upon an employee who served 240 hours serving a full calendar month or suffering a deduction in the monthly rate of pay in consequence. The new rules prevent such practices and assure the cook-waiter pay for all actual time served on a strict 240-hour-basis.

The dining car management and

Representatives of the Company were: J. A. Droege, Gen. Manager and office asst. E. B. Perry; Assistant General Manager Woodward—all of whom, as usual, accorded the employee representatives every courtesy—and the Supt. Dining Car Department; for the Organization: Rienzi B. Lemus, Grand President; J. R. L. Johnson, Vice Grand President; J. T. Dickerson, chairman adjustment committee on New Haven and committeemen J. Thomas, Q. Faulk, T. Vincent and R. Johnson. All of the adjustment committee—if the theatre has a bad show it cannot expect to play to large audiences. If the managers do not make money they can not pay it out and stay in business. So let us

MAY 1, 1925
1,000 NEGRO PORTERS MEET

A mass meeting of 1,000 Negro porters heard A. Phillip Randolph, editor of the Messenger and general organizer of the Brotherhood of Sleeping Car Porters, describe his work throughout the country last night at the Abyssinian Baptist Church, 135 West 138th Street, Manhattan.

Randolph declared that of the 12,000 porters in the United States more than 7,000 already were members of the union, and that delegates would soon be ready to meet with the Railroad Labor Board to discuss an increase in wages for the men.

HOW THE NEGRO WORKER VIEWS THE STRIKE OF THE 16,000 PASSAIC TEXTILE WORKERS

By ROLAND A. GIBSON.

The following article appeared in The Messenger, a Negro monthly publication, in which Roland A. Gibson comments on the way in which the Passaic textile strikers greeted Negro workers who joined the strike for better working conditions:

"Three cheers for the Negro workers!" Albert Weisbord, organizer of the United Front Committee of Textile Workers in Passaic, New Jersey, sounded the call. 1,000 strikers from the United Piece Dye Works in Lodi responded with a will.

The meeting was held in Castle Park Hall on the Garfield side of the Passaic river, just across from the huge Bohny Worsted Mills where the workers have been on strike for over seven weeks. A mile and a half the Lodi strikers had marched to hear their leader speak. 5-11-26

I was on the picket line in Lodi during the noon hour that day, March 10. It was an inspiration to see two Negroes marching in the front ranks. Several hundred colored workers are employed in the dye works. They are paid 25 cents an hour and the conditions under which they work are miserable.

"Twenty-five cents an hour! Boo-o-o!" we shouted as we passed the walls of the factory and the line of workers smoking and resting after their morning shift. Occasionally two or three would join the line and the exultation would be immense.

Later, at the meeting, Weisbord made an impassioned plea for solidarity of all nationalities and races to win the strike. One of the Negro brothers sat on the platform. "This is not a strike of American workers," Weisbord declared, "This is not a strike of the foreign-born. This is a strike of all the workers to establish a working class union. I said yesterday that I should like to be the first to shake the hand of the first Negro worker who would join our ranks. Well, I am glad that I have had that privilege."

This is a new phenomenon among strike leaders. Most unions bar colored workers and thereby encourage them to become strikebreakers. We can be thankful that a new school of labor leaders is arising which will shatter this tradition of prejudice and pave the way for a united labor move-

Laber - 1926

Unions - times etc.

MANY NOTED SPEAKERS AT DINNER

Courier
12-4-26
Patsburg
12-4-26

Nov. 30.—The annual conference of the National American Labor Union was marked by a dinner held here tonight at the Vendue Casino, 210 West 38th street, which was sponsored by the Brotherhood of Sleeping Car Porters. More than 500 people, the majority of them white, were present and were representative of every shade of thought and opinion among labor organizations. A. Philip Randolph, general organizer of the porters, was toastmaster and presided. Paul Robeson sang. Speakers were: Robert W. Dagnall, president of the National Association for the Advancement of Colored People who substituted for Mr. James William Johnson, who was ill; Samuel C. May, noted New York lawyer and lampas as a friend of labor; Rev. William Lloyd Imes, pastor of the St. James Presbyterian Church, who substituted for Rev. A. Clayton Powell; Robert L. Vann, editor of the Pittsburgh Courier; Eugene Kluckhohn, secretary of the National Urban League and Mrs. Mary McDowell, head of the Social Service Department of the City of Chicago.

In the opening address Mr. Randolph told the history of the movement and said: "Negroes will prove they are not the classic scabs of the century" for this statement he was generously applauded. He also said the brotherhood is leading the fight against "company unions" and its work in this direction may prove the liberation of white workers as well as black. Mr. Dagnall praised the leadership of the brotherhood and said its motives were high and its aims just. He attacked the tipping system and also scored "some would be leaders and politicians" who had sold out to the Pullman Company. Mr. Untermyer said he was present to "voice my intense interest in this splendid movement. I hope its leaders will go forward until every man

in their branch of the service is a member of the organization." Mr. Untermyer also gave \$100 in the general collection taken for the porters, which amounted to \$507. Rev. Imes said "the church is interested in what labor is doing. It has a growing upward looking and forward-looking section which is interested in social welfare."

Paul Robeson, accompanied by Lawrence Brown, sang five numbers. Mr. Vann said he believed the Negro press should come to the rescue of the porters and keep the public informed and cultivated in favor of the brotherhood. He also said the press should help educate the porters as well as the public, "we come to lend ourselves and our journal to the cause of the porters. The porters are the most intelligent group of Negro labor and a most fortunate nucleus with which to work." Eugene K. Jones, the only ex-porter on the program, praised the movement and said it aimed for nothing more than what was right and just. Mrs. Mary McDowell of Chicago, said she came as a personal friend of Mr. Randolph to lend her moral support and that she believed it to be the duty of those interested to help crystallize public opinion in the porters favor.

Representatives of twenty five organizations and groups were present. A few notable in the audience were Charles E. Smith, editor of the "Advancer," organ of the Amalgamated Clothing Workers; Art Young, noted labor cartoonist; Gertrude Wyle Klein, of the A. C. W. and Sam E. Johnson, editor "Women's Wear;" H. P. Cullman, noted Democratic politician; George Soule of the New Republic; Herbert J. Seligman, Edward T. Connelley, J. A. Rogers, Dr. George E. Haynes, George S. Schuyler, Elanche Watson, Henry T. Hunt and Mr. and Mrs. Sinkovitch.

NEGRO LAUNDRY WORKERS SLOW TO JOIN UNION

Long Hours, Low Pay Is Rule in New York

By a Worker Correspondent.

NEW YORK, Dec. 26.—The work of organizing the Negro women workers in steam laundries proceeds very slowly, says Rose Schneiderman, of the Women's Trade Union League. There are several reasons for this

slowness. Owing to the very bad conditions under which the girls work, the labor turnover is large and organization must constantly begin anew.

Union Idea New.

The union idea is new to these young girls and it is hard to convince them of the value of combination for bettering their lot. Then again, the hours are long and these tired laborers must go home to tasks there. It is almost impossible to get them to meetings after such a tiring day.

Is First Industry Attacked.

The steam laundry, employing many colored women, was the first industry tackled for organization by the committee in organization of colored women workers of the Women's Trade Union League. This is one of the industries where working conditions are the worst imaginable. The work is filthy and unhealthy. The hours are long—the working day lasts till 7 o'clock—and the pay, \$12 or \$15 a week, is pitifully small.

Get Men First.

The work was started with an organizer in the field, but owing to lack of funds, no active worker is on the job now. The work will continue, however, tho on a new line. The new effort will be to get the men in the industry first.

UNIONS SEEK TO ORGANIZE RACE WORKERS

Labor Is Dropping Its Haughty Attitude

Bulletin (No. 7 of the Industrial Relations department of the National Urban League summarizes employment conditions throughout the country as follows:

A growing sentiment within the ranks of organized labor to organize Race workers is noticed in many sections of the country. In Philadelphia, where 2,500 tobacco workers are employed, efforts are being made to secure their membership. In Hot

tings, Ark., it is reported that the change in union sentiment is "noticeable among bricklayers." In Columbia, S. C., more plumbers and electricians are at work. These are two trades where rigid union restrictions have been offered and the granting of licenses as well as employment. In New York motion picture operators, who waged a prolonged fight to secure union recognition, are picketing a Harlem theater as a protest against the theater management's employment of non-union operators in its other picture houses. In Chicago an electrical workers' union has made concessions to electricians who seldom, if ever, enjoy full union privileges. The inordinate exodus of the Race from the South in recent years is again being felt in the cotton areas of Arkansas, Texas and Missouri. The universal movement to the cotton fields, though heavy and continuous, does not supply the demand. The present wage of \$1.50 per 100 pounds and board—the average wage paid throughout Missouri—will have to be increased to secure a sufficient supply. There are reports of daily movements to Arkansas, where the cotton stands unpicked and wasting. Agents from several organizations have been seeking the return of families from Chicago. Though excursions are run frequently to encourage the movement, scant success has attended the effort. The cottonseed oil mills of Pine Bluff, Ark., have added 50 workers to their regular force.

From all parts of Georgia and South Carolina large numbers went to Florida to rebuild the regions devastated by the recent hurricane.

Reports from advisers in various parts of the country indicate no noticeable fluctuations. In cities in which there are usually reportable incidents there appear to be no changes affecting the Race workers. The exceptions are New York city, in the boroughs of Manhattan and the Bronx. In Manhattan a new laundry gave employment to girls, a bookkeeper and a solicitor. A publishing house and a large laboratory gave employment to their first Race office boys. From Manhattan also comes the report without stated reason of the replacement of Race waitresses by white, and in Brooklyn a department store discontinued the use of our girls as elevator operators because of irregular attendance at work. A Brooklyn factory gave employment to five young men as grinders, the first to be employed except as porters, and a position for a civil engineer has been found with a reliable concern.

Unions, Strikes, etc., WHITE LIBERALS BACK PULLMAN PORTER'S UNION

New York City, June 5—In a statement given out today by A. Philip Randolph, editor of the Messenger and General Organizer of the Pullman Porters Union, it is claimed that the Porter's and Maids' efforts to organize themselves into a union has succeeded in attracting the interest and support of some of the most notably outstanding men and women of America. Mr. Randolph states: *6-11-26*

"These liberal minded people, with the clearness of vision for which they are noted, fully observe the tremendous importance of so large a group of Negroes becoming inoculated with the industrial serum of trade unionism. They are able to see that as a result of the successful and helpful influence coming to bear upon the relations of the races here in the United States are making for a better understanding and a more tolerant attitude among black and white Americans."

"These people, with their fingers on the social, economic, and political development, maintain that the present is an appropriate period for introducing trade unionism to the Negro."

Organized Quickly

"Another feature which has attracted these high spirited friends to the Porters' cause is the brilliant record made in organizing such a large percentage of their number in so short a time. This phase of the movement is generally agreed upon as the most remarkable record made by any group of workers in the history of organized labor. Experienced labor leaders, too, are astonished at this remarkable accomplishment."

Some of those who have evidenced interest in and are actively, through speaking or writing, supporting the Brotherhood of Sleeping Car Porters are Oswald Garrison Villard, editor of the Nation. Mr. Villard is the grandson of Garrison, the illustrious abolitionist, Gov. Alfred E. Smith; U. S. Senator Burton K. Wheeler, Hon. Emanuel Celler, Hon. T. H. LaGuardia, Dr. Norman Thomas, Evans Clark, Freida Kirchway, Rabbi Stephen S. Wise, Mrs. Kenneth Walzer, Clarence Darrow, Arthur G. Hayes, Frank P. Walsh, Mary McDowell, Ben Stolberg, and others.

To Join Brotherhood's Legal Staff

Donald Richberg, noted labor attorney who represented the twenty transportation unions, in framing the Watson-Parker Bill, which set up the new Railroad Labor Act, has joined with Frank P. Walsh as associate at-

torney in representing the Brotherhood of Sleeping Car Porters which will file the case of the 12,000 Pullman Porters and Maids for more wages, shorter hours and better working conditions with the new railroad labor board as soon as President Coolidge appoints it.

STAGE DRESSING MAIDS ORGANIZE

A new union comprising women who acts as attendants in the dressing room of actresses, has been organized in New York City. It is called the *Colored Dressing Association*, and expects to enroll every maid in the show business. *3-21-26*

Meets Objections

Many women thus employed, however, object to this proposition on the grounds that they can make more money working on part time than by following a full and cut plans proposed by the Association. Those favoring the project are of the opinion that it will stabilize the profession and in the end make it a better paying vocation.

Harlem Girls Strike With Cloak Union

Approximately 100 colored girls are on strike with white workers in the *new york* cloak workers union in New York. In New York motion picture operators, recently permitted to join the union, reported greatly increased wages. One colored operator, formerly employed at \$45.00 a week for sixty-six hours work, now receives \$63.02 a week for thirty-five hours work. *7-24-26*

Discharge of Negro Motion Picture Men Creates Intense Feeling

Colored Men Say They Will Appeal to Negro Organizations, Churches and Street Speakers — Former Employees Assisted by Others Slated to Picket Lafayette Theatre

After a conference lasting two hours on Monday afternoon open warfare was declared between Leo Brecher, head of the Brecher theatrical interests, which include the Lafayette Theatre, and the Motion Picture Operators' Union which has been fighting to get Mr. Brecher to join the other theatre owners in bringing his houses under union conditions. *Amsterdam News*

In taking this opportunity to state our side we want our readers to remember that this paper led the fight on the union some months ago when it was disclosed that Jim Crow clauses made up some of the rules of Local 306. After we had conducted a campaign in behalf of the Negro Motion Picture Operators the union advised us that the clauses had been stricken from their rules and they were willing, even anxious, to do the right thing by the Negro operators. *9-15-26*

When questioned after a few weeks those colored picture operators in the union declared that the local had lived up to every promise and they were enjoying better wages and working conditions under the union. As the Negro has no other paper but those conducted by his own people to air his grievances, the Amsterdam News felt that it was doing its duty by those colored men working at the motion picture trade when we asked (no, even demanded) that theatres supported by Negroes should at least give Negro picture operators a chance.

It has been claimed that the only reason the union has seen fit to support the colored operators is because of the desire of the same organization to whip Mr. Brecher's other theatres in line. Mr. Brecher, as we see it, exercised his right to run his houses as he saw fit and refused to bow to the demands of the union, which it has been said came accompanied by intimidation. Whether this is true or not, the fact remains that the Lafayette

union has made an open claim that Mr. Brecher declares he would rather close his Lafayette Theatre than accede to the demands of the union in their demand for full and equal rights for the operators of color to work at the Lafayette.

The union also claim that an attempt is being made by the other side to move heaven and earth to help out-of-town Negro operators

to secure their New York licenses and work at the Lafayette so that the claim cannot be made that Mr. Brecher is against giving Negroes a chance to operate machines in the Lafayette. That the fight is going to be a hot one is indicated by the appearance of almost a score of white union operators in Harlem to advise the Negro operators how to conduct a fight without violence and keeping at all times within the law.

We would advise the Negro operators to conduct their fight in an open and honest manner and at no time resort to questionable methods and if their fight is a just one right will eventually triumph. On the other hand we would also advise both sides to set forth their grievances through the columns of this paper, if they see fit, so that thousands of Negroes interested in the fight will be able to form some just conclusion in the matter.

The Negro operators claim that this is the most unfair thing that has been done throughout the whole fight, while the Brecher people feel that they are simply exercising their right in fighting a condition which was brought about by the refusal of Mr. Brecher to meet the demands of the union in his other houses.

Regardless of the outcome up to date, the Negro operators feel that they have good reason for the grievances which they claim will be aired by making a direct appeal to Negroes to support them morally by picketing the Lafayette Theatre, making an appeal through the churches, asking the assistance of the National Association for the Advancement of Colored People, and inducing the famous street corner speakers to say a word in their behalf.

The Negro operators asked the other theatres in Harlem to install the union or union conditions in their houses and we are told that the Renaissance, Lincoln, Douglas and Roosevelt have gladly acceded to the desires of the colored motion picture operators. It is said that the union will give every aid to their Negro co-workers in trying to bring about a condition where those theatres catering to Negroes will give employment to Negro operators in this community.

The Amsterdam News is not yet in a position to take any side in the matter. On account of the amount of publicity given the fight when the union was on the other side, thousands of Negroes are naturally interested in the outcome of the fight. We are in the field to give the news of interest to our people plenty of space and today we are offering both sides an opportunity of stating their case.

We fully recognize that in union there is strength. The Negro operators claim that they are simply trying to secure the wages and conditions which theatre owners are willing to give white operators. The

A Motion Picture Operator Says a Few Words

"And now you will be told, most likely," said Tommy Johnson to us on Monday night about ten o'clock, "that we hard working moving picture operators are wrong in trying to secure wages where-
included new
by we can see our way clear to saving a little money and perhaps securing some of the comforts of life to which we all aspire at some time or other in our lives."

"Yes, sir, at least one theatre manager will try to tell you that," continued Tommy, whom we have known from the early days, when the bescent was considered the best thing in theatres in the country catering exclusively to our people—the theatre which was the inspiration for the building of the Lafayette Theatre.
new York

"But after you have sited the matter and get the statements which you tell me you are going to ask the union and the management of the Lafayette to submit to you, I want you to be fair to us and tell the colored people of Harlem how you helped us to open the doors of the white union to us and as soon as we thought we had things working where all would be harmony, two of our men, who had worked faithfully for years, were thrown out of work because we had the audacity to ask for the same scale of wages as the same owners of the theatre in question have been paying to white operators in another one of their houses."

"Make it clear and ask the colored people of Harlem if they think it is right for any theatre owner or manager to assume that because we are Negroes we should be satisfied with a smaller wage and longer working hours than those white boys working in a theatre under the same ownership and control of the same people. And don't fail to remind the colored people that all the white boys in the union are with us. Also remind colored Harlem that for the first time in the history of organized labor they are today enjoying the unusual sight of white men pitching in and doing their bit in our behalf, because we are all brothers under the skin and fighting for a principle. You said that our slogan should be 'One for all and all for one' and you have lived long enough to see it come to pass."

"When men like Randolph, Croswaith, Totten, Desvernay and the rest of that noble crew making sacrifices and the fight to carry the Brotherhood of Railroad Porters on to victory against conditions akin to those under which we, in a smaller way, have labored, learn that the gospel which they have preached of unity has found response in our breasts, do you think they will remain silent and see us crushed in a community where a large part of the revenue going into this theatre comes out of the pockets of hundreds of railroad and other porters?"

"Is Shapiro of the Roosevelt, Baum of the Douglas, Snyder of the Lincoln, Eckert of the Franklin,

Charity of the Renaissance — all theatres in this neighborhood catering to Negroes — less able to see our claims than Schiffman of the Lafayette and his boss, Leo Brecher? When they tell you the story of how they raised the pay of one of our operators on the eve of the ultimatum, which has found us prepared, let them also tell you of how this same operator refused the small raise, because he knew he would be hurting his fellows, who had signed contracts to uphold our fight for justice and fair play."

"Negroes were with us in our fight to open the doors of the union. Truly, are they going to be against us because one theatre manager has said that he would rather close his theatre than give Negroes the same wage he has paid to white operators in another of his houses? The race is on trial and if they want to continue to give their dimes and quarters to those who would deny us a small share of the returns for our labor, let the black residents of Harlem announce to black people all over America that they are against those of us who would use our God-given right of the constitution of this country to agitate in an orderly manner to better our condition."

"In union there is strength. They will tell you that we cannot be placed in the big white theatres, but time was when we could not be placed in theatres being operated for the dollars of Negroes, and we must creep before we can crawl. Who knows where our affiliation with the mighty will eventually lead? Is it charity or philanthropy that prompts certain theatre managers to work us for about half the wages the union scale demands, while telling the world how fine they are because they employ Negroes? Go down on the teeming East Side and you will find enough sweatshop owners who would be glad to pose as our benefactors if they could employ our people at one-half the wages they are

Only Negro Member of Fur Cutters' Union In New York Is Dead

Fred S. Conrad, 62, the only Negro member of the International Fur Cutters' Union, died in the New York General Hospital on December 10, following a stroke of paralysis. For more than twenty-five years, Conrad has been a fur cutter for the large fur establishment of J. Altman and Company on West 29th street. He was a bachelor and lived in a furnished room, though comparatively well to do at 128 West 29th street.

The body was taken to his former home Cincinnati Ohio by a brother, G. W. Conrad, claim investigator for the Pennsylvania Railroad, on Thursday, December 10, and interment was made in the family plot on Saturday.

Ugly Mob Threatens Brooklyn Striker

He is Jailed for Attack on Strike

New York News
Breaker With Razor
A striking paper box maker, colored, was locked up in the Mercer street station last night charged with felonious assault after he had been rescued from an angry crowd at Brooker street and West Broadway, following his attack upon a strike breaker with a razor.

The prisoner described himself as Warren Brewer, 25 years old, of 221 West 127th street. His victim, Daniel Hullo, 35 years old, of 232 Tenth street, Brooklyn, was able to go home after his injury, a three inch gash in his scalp, had been attended by an ambulance surgeon from St. Vincent's Hospital.

According to Hullo, Brewer, accosted him and then without parley attacked him with the razor. A crowd which gathered quickly started after Brewer.

Detective Buckley and Moffat of the narcotic squad, who were patrolling the district in a police car, saw the crowd and with drawn revolvers escorted the man to their machine and thence to the police station.

Bosses Versus Workers

In the Box-makers strike, it has developed that the bosses of the industry are employing colored strike-breakers in an effort to scare off the employees, both white and colored, male and female. For a number of years, the box-makers have used colored men and women and they are members of the Box makers Union. No discrimination has been used against them, according to the story of a colored girl, who is connected with the strikers. She says:

"One colored fellow had several teeth knocked out, another was severely beaten in the face by sticks, and a white fellow (Lulo) had his head slashed by his assailant. Several colored girls were beaten up in the same manner. This ought to be a warning to the rest of the colored people. Attempts to strike-break will mean a riot every day in the paper box dis-

trict and may originate in some miserable race riot."

The young man who wrote this article has been a member of the Paper Box Maker's Union since 1919 when the Union was organized and he had an opportunity to observe closely the treatment accorded colored members of the union. Many of the colored girls brought in by the strike-breakers have refused to work on the low wage scale paid them.

Provokes Race Feeling

The activities of the strike-breakers, who for the most part are colored, are resented by the white strikers, and in every instance where the two meet, there is a resultant fight. Two colored men, Warren Brewster and Eric Boyd, are under arrest and held in the Tombs as a result of the Thursday battle, both charged with assault. Samuel L. Wallerstein, attorney for the Paper Box Manufacturers Association defended the two men.

Labor-1926

Unions, Strikes, etc.

UNION BAND MOBS 'SCAB' PLASTERERS

WHITES ATTACK NEGRO WORKERS

Uses Clubs to Drive 18 From Schoolhouse

Hendersonville, N. C., May 14.—When 18 plasterers, imported from various parts of the state assembled at the new high school building for duty Friday morning they were attacked by a party of whites armed with sticks and clubs and forced to flee. No serious injuries were inflicted, but the school plastering has been temporarily suspended.

The attacking party, whose names could not be learned, left the grounds when invited to do so by the construction official in charge of operations, who arrived just after the assault. John Mock of Raleigh was probably most painfully hurt.

Dissatisfaction over the company importing non-union Race laborers caused the small riot.

Superintendent Lowdersmith of the Stroud Construction company, erecting the building, stated that he would not operate on a union closed shop basis, although he did not object to working union men if they cared to go on the open shop principle. He had been unable to carry on the plastering with local men and had to get others. Union officials state there had been no scarcity of workmen in the city and declared the construction officials showed a preference for Race laborers.

HENDERSONVILLE, N. C., May 10.—(By A. N. P.)—Eighteen colored plasterers who had been imported from different sections of the state to work on the new high school building here, were driven from the job Thursday when they were attacked by white members of a newly-organized union, who objected to outsiders coming here and refused to submit to the open-shop principle. The authorities got the situation in hand after the Negro plasterers had been beaten. The Negroes are going to take the matter up with the American Negro Labor Congress.

North Carolina

Labor-1926

Unions, Strikes, etc.

LABOR HEADS MOVE TO CHECK SEGREGATION

State Federation Pledges Itself to Help Wipe Out "Color Bar."

ERIE, Pa., June 3 (P. A. S.)—What is regarded as a signal step in bettering the condition of Negro labor in connection with the attitude of white labor federation, was taken when a resolution was introduced by Charles W. Fulp (colored), head of the Pittsburgh Local No. 2012 U. M. W. A., Primrose. The resolution was adopted by the Pennsylvania State Federation of Labor at its annual convention here. The resolution follows:

Whereas, there still exist local unions that discriminate against Negro workers, and

Whereas, it is against the interests of all workers, both white and colored, to divide the ranks of labor along the lines of race and sex or religion, therefore,

Be it Resolved: That the Pennsylvania State Federation of Labor convention goes on record as opposing race discrimination wherever it manifests itself, and be it further,

Resolved: That the State Federation of Labor of Pennsylvania pledges itself to do everything in its power to do away with race discrimination and instructs its delegates to the American Federation of Labor convention to use its influence in order to establish complete race equality in all trade unions affiliated with the American Federation of Labor.

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NEWS

NOV 1926

Negroes Not Popular At Arnod City Mine

Negro miners are not popular at Arnold City, where the Pittsburgh Coal company is attempting to operate Arnold No. 2 mine with non-union and Southern labor.

Monday a Negro miner was dragged from a motor bus and severely beaten by union sympathizers.

Tuesday night, supposed union sympathizers hurled a bomb into a company dwelling where a Negro miner lived. The house was badly wrecked. The Negro, clad only in his night shirt and still running strong, was overtaken by Coal and Iron police about a mile and a half from the bombed house. He said he didn't like the climate and he was heading South.

Coal Miners Band Seives Together Against "Barons"

Race Men Discover That They Are Able to Join Unions.

Following the article which appeared in THE PITTSBURGH COURIER last week, the coal miners, white and colored, of Western Pennsylvania have let it be known in no uncertain terms that their fight for a living wage, full recognition of the union and protection of the public against high prices of coal, has just begun.

Little was it thought that such an undercurrent of sentiment existed at the time the discussion of the coal situation came to the attention of the public. The reported raise in wages by The Pittsburgh Coal Co. a few weeks ago simply served notice on the union and its members that the coal company intended to "forget the union" and deal in the future with non-union men gathered from all over the country.

The courageous fight waged by the United Mine Workers during the past two and one-half years in Pennsylvania, it is said, is the sole responsibility for the voluntary increase offered the m by The Pittsburgh Coal Co. and other companies. The union men point out that non-union coal miners could never force the coal company to give a raise in wages, because the non-union workers have no idea of what is a living and legitimate wage. The union men contend that they are the persons who know most about coal mining, its conditions, the dangers incident to the work and all of the attendant circumstances, and for these reasons are the best judges of what is a fair and legitimate wage.

Not a little uneasiness has been created among the non-union men now working in the coal mines. It has been brought to their attention that they are working as "scab miners" and by this is meant that they are taking away from union men not only the work which the union men have made possible during the past years, but are taking the work at a

much less and disgraceful wage. The non-union men have begun to look at the question from the point of view of the miners and some of them have even expressed themselves as being fooled as to the question of wages, as well as to the question of the strike. While no open strike has been talked about, it is known that there is actually a "lockout." Men have been brought to Western Pennsylvania from all over the country to work in coal mines without knowing anything about the working conditions and without knowing anything about the agreement which existed between the United Mine Workers' Union and the coal operators. Of course, these new men coming into the mines, it is claimed, think they are supplying a legitimate demand for labor, because as frequently as they find out they are taking the places of union men they are gradually leaving the jobs and seeking employment elsewhere or returning to their native homes.

One of the commendable features of this whole situation, it is pointed out, is the fact that the union men

have attempted no violence, offered no threats nor attempted any embarrassment either to the coal operators or to the strange workmen coming from other parts of the country. The miners claim that they have sufficient and legitimate grounds upon which to stand and wage their contest for legitimate recognition of a legitimate agreement, openly discussed and openly entered into between them and the coal operators.

One of the outstanding features which has developed during the past few days is the disposition on the part of the men working in the mines to join the union. At first it was thought by some that these men who have taken the jobs from the union miners would remain on the job because the coal company gave them an increase in wages, but it is learned from reliable sources that every man now in the mines is willing to join the union and submit to the union wage, the union scale and the union working conditions.

In a conversation with some colored men this week, it was stated by some of them that one of their chief reasons for desiring to join the union is because the union protects them in its constitution from any discrimination because of race, creed or color. It was pointed out to some of the miners that the constitution of the United Mine Workers of America goes so far as to protect its organization against Communists, Bolsheviks and Ku Klux Klan. In fact, one section of the constitution of the United Mine Workers of America provides, among other things, that any person accepting membership in the Industrial Workers of the World, the Working Class Union, the One Big Union or any other organization not affiliated with the American Federation of Labor shall be expelled from the United Mine Workers of America. There is also a provision that no member shall belong to the National Chamber of Commerce or to the Ku Klux Klan. When it was pointed out to the colored men that by joining the union they would be protected against the subtle deception of the K. K. K., there was a general agreement among the men to join the union and become a part of the United Mine Workers of America.

The colored men especially were more interested to find out for the first time that they could even join the union. It was pointed out to them that they could join the union and become full fledged members of the United Mine Workers of America and enjoy the same protection that any other member of the union enjoys and could not only demand the same salary, but same working conditions that are guaranteed any other member of the union. This information fell upon very responsive ears among some of the colored men, because they had been told that they could not join the union even if they wanted to. They

were informed, it is said, in some quarters that if they joined the union the union would immediately put them out of a job. It has now been pointed out to them that that is not only untrue but the union will take them in and make the members on equal footing with other members and guarantee them a continuation of their employment, only under better conditions than they now have.

Not a little criticism has been directed toward the Warden plan. Mr. Warden has even been quoted as saying, "When the demand drops back, wages will be reduced." This is taken to mean that the demand will drop back and that wages will be reduced and nobody knows how far they will be reduced once the reduction begins, and men who are now working on what is called increased wages will soon find themselves working for far less wages than they began in the mines.

The United Mine Workers of America, it is said, as an organization is responsible for the return of American wages in the coal fields of Western Pennsylvania. They claim that every miner holding a position in and around the mines of Pennsylvania owes a debt of gratitude to the United Mine Workers for conducting such a splendid fight that has been fruitful of such a splendid victory. The union is now pointing out to every miner who has drifted away from the union ranks in the Western Pennsylvania district to come forward and show his appreciation and exhibit his courage and re-unite with the United Mine Workers' union and accept it as the one and only organization responsible for the return of prosperity to the coal miners of Western Pennsylvania. In every coal camp representatives of the union are ready and waiting to talk the matter over. These representatives are prepared, it is said, to furnish details of how joining the union may be perfected and how employment can be secured wherever the Jacksonville wage rates and union working conditions are assured and made permanent.

Courier Opposed In Mining Camp; Its Fight For The Negro Too Strong

Courier 12-4-26 Pa.
The Pittsburgh Courier is receiving congratulatory mention in nearly all the mining centers for its outspoken attitude toward collective bargaining through Unionized labor. One of the strongest open shop mines found itself very much aroused this week because of some objection to the circulation of The Pittsburgh Courier in certain mining districts. There is little left to the imagination when a newspaper is refused circulation among the very people for whom it is published, and for whose interests it circulates. Every other kind of paper, journal, circular or what-not enjoys freedom of circulation, but when a Negro journal speaks for the Negro, who is too illiterate to know what it is all about, that paper or journal is forbidden entree to certain districts controlled by certain interests. This alone ought to tell the colored men what is back of this temporary good treatment some few men are receiving at the expense of the greater number.

It is thought by many that the reason The Courier is refused circulation is because there have been some fights between some of the men, and it is feared that The Courier will get the facts and tell them to the reading world. That is just what The Courier will do, if its representatives are allowed to get the real facts. The very thoughts of one set of Negroes being made to fight against another set of Negroes is enough to shame the whole race. For all these years, we have been foolish enough to permit other men to set us against each other. There must be a reason, and the reason is too deeply covered up for the unsuspecting to see. No real man wants to be called a "scab." No real man ought to be called a scab.

There is no need for any such term, and the men who are called such terms have but to seek membership in some Union and become a helper in the common cause, and thereby lessen the hindrances. The cause of self help is honorable. God helps those who help themselves. Let us not put ourselves where God can not help us.

It has been brought to our attention through various sources that there is soon to be a general shut-down of the mines of Western Pennsylvania. This is not wild rumor, but reports based upon facts. It is said freely that the northern mine operators can not compete with the southern operators.

The reason for this is the fact that the southern operators did not sign the Jacksonville agreement to any

congratulatory mention in nearly all the mining centers for its outspoken attitude toward collective bargaining through Unionized labor. One of the strongest open shop mines found itself very much aroused this week because of some objection to the circulation of The Pittsburgh Courier in certain mining districts. There is little left to the imagination when a newspaper is refused circulation among the very people for whom it is published, and for whose interests it circulates. Every other kind of paper, journal, circular or what-not enjoys freedom of circulation, but when a Negro journal speaks for the Negro, who is too illiterate to know what it is all about, that paper or journal is forbidden entree to certain districts controlled by certain interests. This alone ought to tell the colored men what is back of this temporary good treatment some few men are receiving at the expense of the greater number. It is thought by many that the reason The Courier is refused circulation is because there have been some fights between some of the men, and it is feared that The Courier will get the facts and tell them to the reading world. That is just what The Courier will do, if its representatives are allowed to get the real facts. The very thoughts of one set of Negroes being made to fight against another set of Negroes is enough to shame the whole race. For all these years, we have been foolish enough to permit other men to set us against each other. There must be a reason, and the reason is too deeply covered up for the unsuspecting to see. No real man wants to be called a "scab." No real man ought to be called a scab.

But the memory of some Negroes is not so short. Some of them remember the bitter days. Some of them remember that the jail and prisons got most of the men who lost their jobs. The same condition is coming again when the operators get enough coal ahead to serve their purpose for a year or eighteen months. Then let our critics call us up, and we can tell them: "I told you so." It is coming as surely as night follows the day.

The only safe thing to do is to stop fighting each other. Join hands and fortunes for a better day, a better wage, and a safer condition for all men alike. Let the majority and the minority share the benefits of a real Union. This is the way to keep conditions stable and normal. There

is no other way which has any future in it for the poor ignorant hard-working colored man.

Labor - 1926

Pullman Porters' Benefit Association.

Unions, Strikes, etc.,
**PARKER SPEAKS
BEFORE P. P. B. A.
ANNUAL MEETING**

**Association Has Aided in Placing
1,700 Colored Employees
in Pullman Work.**

Organization Will Stay

**Grand Chairman Refutes State-
ment That Carey Made Trip
on Treasury Funds.**

With Perry Parker, grand chair-
man, as the principal speaker, the
Ninth annual sermon and Memoria
service of the Pullman Porters' Bene-
fit Association was held Sunday, May
23, at St. James A. M. E. church
Central Ave. at Da St. Paul

The meeting was a joint session
Local Number 3 of St. Paul and Lo-
cal Number 6 of Minneapolis.

Speeches Made.
A. W. Jordan gave an address on
the aim and object of the association
George J. Shuman on brotherhood,
and R. A. Eddings gave a re-
sume of the financial history of the
organization.

Solos were rendered by Miss Iona
Stewart, Miss Dolly Jordan and J. E.
Jackson. C. Ross, master of cere-
monies, conducted a beautiful me-
morial service.

Parker Speaks.
In his address, which was received
enthusiastically with close attention,
Mr. Parker gave a complete history
of the organization, its function, and
its present status. He stated that the
association has aided in putting more
than 1,700 colored employees in the
Pullman shops and colored girls in
Pullman laundries, and that through
the association all promotion hinges
for colored employees of the com-
pany.

That the organization is one of the
greatest of the race, and that it is
here to stay in spite of all opposition
from within and without was also

affirmed by Mr. Parker.

Association an Instrument.
According to Mr. Parker, the asso-
ciation is but an instrument in the
hand of the Negro with which he can
revolutionize, inasmuch as through
the association, many things of note
have already been done for the race
group, many things are being done,
and many things will be done.
Things which it has accomplished
and is now accomplishing justify the
permanent existence of the P. P.
B. A., the speaker said.

Aim of Group.
The P. P. B. A. stands for all that
is best within its ranks and will al-
ways do that which will aid most in
promoting the highest type of good
citizenship, and help in the progress
of civic, fraternal and Christian af-
fairs, Mr. Parker went on to say.

According to the Grand Chairman,
the association is to the rank and file
of its members a distinct step for-
ward for the whole race—a step
which will make for permanent,
prominent and law-abiding citizens.
More, the speaker said that the Pull-
man company could be reached
through this organization as through
no other.

Organization Christian.
Mr. Parker asserted that the P. P.
B. A. is builded upon a Christian and
brother fraternal basis, and urged that every
member and officer would compre-
hend that fact and would identify
himself with some church.

Branding as false the assertion
made by some one that Bishop Carey
made a trip from Chicago and return
out of funds from the treasury of the
P. P. B. A., Mr. Parker continued by
assuring all concerned that the treas-

ury of the organization is used only
for its members in time of sickness
and that under its consti-
tution all funds taken in are trust
and cannot be used for any-
thing but as prescribed in the consti-
tution.

Wives of porters were grateful for
the knowledge concerning the free
benefit, and the benefit derived
from the association. Unable to give
all the information relative to the

may get a greater knowledge of the
organization.

Labor - 1926

South Africa

Unions, Strikes, etc.

FOURTH CONGRESS OF COMMUNIST PARTY OF SOUTH AFRICA

of our native work, trade union work, and increased membership, then the 4th conference will indeed mark a decided step forward in the history of the party.

By James Shields (Johannesburg).

On December 26 to 28 there was held in Cape Town the 4th conference of the Communist Party of South Africa. The changing situation in the political field, the growth of trade unionism among the natives, and the proposed segregation policy of the government were examined and reviewed, and the lines of action of the party for 1926 discussed and decided upon.

A big portion of the delegates' time was occupied with dealing with the party organization in order to secure the proper machinery for putting our policy into practice. It was decided that the system of area groups be adopted in order to increase the recruiting work of the party and effectively organize the side of the party organ and literature.

Organize Trade Union Factions.

The conference revealed the weakness of the party's trade union connections and the need for definitely organizing nuclei within the trade unions to advocate the unity of all sections of workers, to counteract the strongly existing racial prejudice, and to bring the question of international trade union unity to the forefront.

It was agreed that a more systematic education of membership in the party program should be undertaken in order to equip our members for their tasks and to facilitate the work of recruiting new blood for the Party—one of the most important needs of the moment.

With regard to the proposed segregation policy of the government, which aims at taking away the franchise of the native in the Cape province, etc., the conference decided to commence a campaign condemning these reactionary proposals, and mobilizing an opposition to prevent them being put into operation.

Organize Indian Workers.

The Asiatic bill was reported upon by Commander De Norman, who pointed out that it was aimed against the wealthy Indian traders, leaving the Indian workers practically unaffected. He urged the party to estab-

lish contact with the Indian workers in Natal with a view to organizing them for the struggle for their demands, chief of which were increased wages, shorter hours and an equal status with the European worker. The working class aspect of the Indian question in South Africa was strongly stressed, and the party decided to act accordingly.

One of the most important items on the agenda was that which dealt with the land and peasant question. A long discussion revealed the terrible conditions of the agricultural workers and poor peasants, and the necessity for formulating a program embodying their demands in order to rally them against capitalist

exploitation. The conference decided to commence propagating the slogan of a workers' and peasants' government, and to carry on serious communist activity among the country population. It was felt that the drawing up of a program for agricultural workers should first of all be carefully considered and much more information secured before being definitely published. This task was left to C. E. to deal with and will probably be completed in three or four months.

Work Among Youth.

The revival of the Y. C. L., which had gone out of existence some six months ago, was resolved, and an organizer appointed to commence its reorganization immediately with the assistance of the party. The formation of the Y. C. L., it was decided, should go hand in hand with the formation of the Communist Children's Section.

The successful carrying out of the party's policy depends to a very great extent on the ability with which the task of recruiting more workers for the party can be successfully carried out. In order to assist this important work as much as possible the price of the party's weekly organ has been reduced from 3d to 1d, and the name changed from the International to the South African Worker in order to emphasize more clearly the class character of the party's objective.

If the conference decisions are taken up in active spirit by the party membership, resulting in an increase

Labor-1926

Tennessee

Unions, Strikes, etc.,

Negro Trainmen To Hold Meeting In Memphis July 19th

(By the Associated Negro Press)

Nashville, Tenn., July 18.—According to an announcement made today by J. H. Eiland, grand president of the Association of Colored Railway Trainmen, a monster meeting of Negro trainmen, including brakemen, porters and switchmen, will be held in Memphis, Monday, July 19. This meeting will be a part of the annual convention for the association, and the purpose of it is to effect an organization of all groups of railroad employees under one association.

In his announcement, President Eiland declares that the recent changes in railroad labor policies demand a more unified spirit among the Negro employees. He points out that separate organizations tend to weaken the group as a whole and is urging the various organizations to get together and form one organization.

"We are planning," said Mr. Eiland, "to have the trainmen throughout the country to attend this meeting and also to see to it that the leaders of their respective organizations be present. Ample provisions have been made to take care of all delegates and a hearing will be given any desiring it."

Labor-1926

Unions, Strikes, etc., BROTHERHOOD LAUNCHES STATE- WIDE DRIVE

In another part of this issue of the Dallas Express will be found a very pretentious advertisement of the latest venture in the Benevolent circles of Texas. The "Brotherhood of Negro Building Mechanics of Texas" is its name. It is headed by W. Sidney Pittman, the architect of national repute with the assistance of an efficient corps of officers, judging from the names listed.

This is a chartered institution making its bow to the people of Texas and surrounding territory. amply provided with funds sufficient to take care of all emergencies. The president of this organization is a man of proven ability and integrity. It is generally conceded that he is going to put his proposition over. The Brotherhood idea is an appealing one with the spirit of race cooperation and the foundation of the entire superstructure. It's a thing the people

PITTMAN HERE IN INTEREST OF ORGANIZATION



W. Sidney Pittman, the well-known architect of Dallas, who has drawn plans and superintended the construction of several buildings in Texas and other sections of the South (having been connected with Tuskegee Institute once and is the son-in-law of the late Dr. Booker T. Washington) was

in Houston last week, pushing the claims of his organization, the Brotherhood of Negro Building Mechanics, with state headquarters in Dallas.

The object of Mr. Pittman's visit was to organize local temples and to line up delegates for the first annual meeting of the supreme temple of his organization, which will be held in Dallas Wednesday, October 20, 1926. This organization has a charter from the state department at Austin, and, aside from the benefits to be derived while living in line of work, patronage, etc., it also pays sick benefits to its members and issues policies like insurance companies or other fraternal organizations.

Mr. Pittman explained the purposes and aims of the organization at Wesley Memorial A. M. E. Church Monday night, and a large number of persons present indicated their support and endorsement of the movement, after Pastor J. H. Smith had made the suggestion. The local pastor is supreme treasurer of the organization, and one of the leading local forces in the movement.

"One of the chief aims," said Mr. Pittman, "is to awaken a racial consciousness in our people and to provide avenues of employment for the skilled and trained artisans of our group in Texas. Too much of the hard-earned money of our people is going into the coffers of other races in building projects, and we are determined to keep some of this money in our racial family. We need to pay more attention to the economic side of our racial life, and to take more pride in our race and to think more highly of ourselves. Some may call this clannish, but it is the only way to build a real race."

According to the plans of Mr. Pittman, it is planned to have at least three or four local temples of his organization in Houston; he adding that Dallas has more than 250 building mechanics now reaping the results of this movement in the North Texas city.

Texas.

Labor-1926

Unions, Strikes, etc.

RAILROAD MEN OPPOSE NEW RAILWAY LABOR BILL

(By the Associated Negro Press)

Washington, D. C., March 12.—Colored railroad employees, particularly those engaged as firemen, switchmen, brakemen, and shop workers are looking askance at the Watson-Parker bill now before Congress, a measure which plans to do away with the railway labor board, the body now having jurisdiction over disputes arising between common carriers and their employees.

The new bill which is fostered by the four big white brotherhoods has been agreed to in principle by the railroad executives of the country after several months' conference with the unions. The new bill provides new machinery for the adjustment of railway labor disputes and abandons the plan of direct representation of the public in the decision of railway labor controversies. Because the contracts covering various types of work are executed in the name of the brotherhood involved and because colored workers are not permitted to join these brotherhoods, it follows that colored workers will be at a disadvantage in presenting their cases according to prominent colored railway workers. They had won the right to appear before the present board and have won notable victories for various types of colored employees.

R. L. Mays of the Railway Men's International has led a fight to have the sponsors for the measure, Senator Joe Watson, of Indiana, in particular, accept an amendment which would safeguard Martin B. Madden, alert to the interest of his constituents, introduced this amendment which decrees that "all rules, rates, wages and working conditions of employees on common carriers shall be construed and applied alike to all employees of the craft without regard to creed or color or whether they are members of the organization negotiating the contract."

Mr. Mays has been joined in his effort by President Elland of the As-

sociation of Colored Railway Train men and other labor leaders.

Senator Watson who was appealed to for aid in attaching the amendment to the bill declined and wrote Mr. Mays that the "bill was fair to everyone, that he had discussed it with Secretary of Labor Davis and that he felt the colored workers were actuated by fear."

Observers say considerable pressure will have to be brought on friendly members of Congress to get consideration for the amendment.

The Watson-Parker Bill

HERE this column reaches the reading public, the Watson-Parker Bill, a measure providing for a prompt disposition of disputes between carriers and their employees, probably will have been passed by Congress. This bill, if passed, automatically abolishes the Railway Labor Board and sets up a new code of procedure and mediation machinery, presumed to make for the prompt adjustment of wage and other disputes arising between transportation lines and their workers.

The bill is based, principally, upon voluntary amelioration and adjustment; but carries a strong clause authorizing the appointment of mediation boards to hold hearings and render decisions upon the disputes presented. The bill, upon its face, anticipates that disputes shall involve groups of allied workers who shall present their claims in the collective style.

When it is recalled that in the United States there are approximately 135,000 Negro rail workers who are directly engaged in handling or safeguarding the transportation of persons or property over the lines of the various steam railway carriers, it is at once clearly obvious that the Watson-Parker bill is of vital concern, and that the benefits it seeks to make available to employer and employee alike are open to use by these 135,000 colored workers of rail and tie, if they will but be wakeful of their rights.

The philosophy back of the bill is stated with clarity by Congressman Schuyler Merritt, Republican of Connecticut, who says:

"No intelligent employer of labor now fails to recognize that his employees are not mere units, and still less mere machines, but that they are human beings, with like feelings and like desires to his own, and with the same rights to life, liberty, and the pursuit of happiness." And as to the conditions of labor and wages, it is very common to have shop councils and shop committees, so that the employer and the employed can meet together as partners in a common enterprise and as fellow men who can discuss their common interests and relationships as man to man."

In the slang vernacular, it's up to the 135,000 railroad brethren to make 'em know it, under the Watson-Parker Bill, if passed. And

the first step is to perfect the unit idea, together with shop councils, committees, and other group formations. Then maybe the Negro train porters who are now doing brakemen's work can receive brakemen's pay; and perhaps the race can develop some more telegraph operators, engineers and other craftsmen of notable qualifications, position, and pay.

ORGANIZED NEGRO LABOR FIGHTS NEW BILL

California Official Here for Cooks and Waiters

Bob Church Helping

The Senate has before it just now what is termed the Parker-Watson bill intended to replace the present Railroad Labor Board with other machinery for the adjustment of rail labor differences. It appears that the bill is very likely to pass. It is indorsed by the "Big Four" as the brotherhoods of Conductors, of Engineers, of Firemen and of Trainmen are called. The bill also has the support of the Pennsylvania Railroad, the Pullman Company and a number of railway general managers.

Watson-Parker Bill.

Passage of the bill in its present form would remove from other employees of the transportation companies, especially the comparatively unorganized Negro element, such protection as has already been provided by existing laws. The dining car employees, one of the most thoroughly organized trades among Negroes, are bearing the brunt of the defense; and may it be said to their credit that though the boys are divided into two distinct organizations, that they are well in team formation in the common cause.

The Brotherhood of Dining Car Employees, under Reinzi Lemus, their president, has been working through the Secretary of Labor and the chairman of the National Republican Committee, Senator Butler, for some time on the matter.

East and West United

Mr. Lemus represents the craft on the lines east of the Mississippi River. His is an independent organization, that is, one not affiliated with the American Federation of Labor. In the western territory, the cooks and waiters are affiliated with the Federation, and are organized under a charter from the Restaurant and Hotel Employees Association, with direct connection with the California State Federation of Labor.

The general chairman of this western group, Wm. McFarland, who is also editor of the Oakland Informer, a Race paper, has been in Washington for the past week in defense of the 240-hour month for cooks and waiters, as established by the Rail Labor Board. En route to Washington, Mr. McFarland stopped in Chicago where he interested some powerful influences in the fight.

Between calls upon the Labor Board, and upon his delegation in Congress, Mr. McFarland visited the Tribune office and consulted with local railway men. He is an alert-minded, active man with excellent vision. In a discussion of the situation, he said:

MacFarland's Statement

"If the Parker-Watson Bill, designed to abolish the U. S. Rail Labor Board, becomes a law at this session, without amendment, dining car employees, Pullman porters, and other colored railroad workers will lose, for many years to come, their basic right to an eight-hour day, which was granted by the War Administration and has prevailed ever since. These men are confronted with a calamity beyond immediate comprehension yet they are doing nothing. They either do not sense the vastness of this loss or have become indifferent to their inevitable fate.

"The colored worker learns slowly. But if he expects to keep abreast of other toilers he must take advantage of his opportunities. He must support an alert representative here at the

Capital, one able and equipped to take care of his interest. Failing this he will continue to remain at the foot of the economic ladder."

The Telegram

R. R. Church, National Committee-man from Tennessee, one of the most influential men of our group in politics, has interested himself in amending the bill so to protect the cooks and waiters. He sent the following telegram to the chairman of the U. S. Labor Board:

Hon. Ben W. Hooper, chairman, and

Hon. E. P. Morrow, U. S. Railroad Labor Board, Chicago, Illinois.

I am very much interested in the favorable action of docket fifty-one thirty-three argued before your board March third. Since favorable ruling has been made for Pullman Conductors and dining car stewards, it is only fair that waiters and cooks be granted the same consideration of straight two hundred and forty working hours per month. Dining car cooks are the hardest worked and least paid men in railroad service and unless you report favorable action on this matter they will lose all hope of eight hour day and all other benefits gained under Railroad Administration. This is the first request that I have made and knowing your sense of fair play and justice I certainly believe that you will grant it.

R. R. CHURCH, Memphis, March 12, 1926

ALL RACE LEADERS IN TRANSPORTATION CRAFTS OPPOSE NEW LABOR BILLS

The major leaders in transportation crafts are all actively opposing the new labor measure before Congress. The bill, if passed will give the Four Big Brotherhoods of trainmen the complete and permanent control of means for the 135,000 Negro laborers engaged in traffic occupation to obtain consideration of their grievances or problems. The present Labor board that the measure would discard make ample provision for the employees to receive consideration.

Reinzi Lemus, president of the Brotherhood of Dining Car Employees has been in frequent contact with Secretary of Labor Davis, and has suggested several amendments to the measure that would keep open the gateway for the smaller unions.

The Western group of railway officials have been taking the matter to Senators whose interest may be aroused through the instrument of a heavy Negro vote in their districts.

Colored railroad employees, particularly those engaged as firemen, switchmen, brakemen, and shop workers are looking askance at the Watson-Barker Bill now before Congress, a measure which plans to do away with the Railway Labor Board, the body now having jurisdiction over districts arising between common carriers and their employees.

Railway Men's International Officer Makes Protest

R. L. Mays of the Railway Men's International has led a fight to have the sponsors for the measure, Senator Joe Watson of Indiana in particular, accept an amendment which would safeguard the rights of all minority groups of employees. Congressman Martin B. Madden, introduced this amendment which decrees that "all rules, rates, wages, and working conditions of employees on common carriers shall be construed and applied alike to all employees of the craft without regard to creed or color or whether they are members of the organization negotiating the contract." Mr. Mays has been joined in his effort by President Eiland of the Association of Colored Railway Trainmen and other labor leaders.

Senator Watson who was appealed to for aid in attaching the amendment

to the bill declined and wrote Mr. Mays that the "bill was fair to everyone, that he had discussed it with Secretary of Labor Davis and that he felt the colored workers were actuated by fear."

Mr. Mays replied to Senator Watson, saying, "You are correct when you say that the views I am announcing are governed by fear. However, you are incorrect when you say they are not governed by fact. The truth is speaking for Colored locomotive firemen, and switchmen, and shopmen, the views I express are governed by both fear and facts as the record of Docket 138 U.S.R.R.L.B. and Dock-

et 12, U.S.R.R.L.B. will testify. I refer to the typewritten transcript of evidence submitted by the Association of Colored Railway Trainmen and the Organization I represent when the above referred dockets were being considered.

"I also disagree with you when you say in reference to the proposed new Railroad legislation. Under its provisions, if any member of your organization has a dispute with the representatives of the carrier, he can be heard, and opportunity will be afforded him to state his grievances," whereas now such is not the case.

"From experience, we find the present Transportation Act of 1920 as interpreted by the rules and regulations of the Labor Board in decision number 119 and its addenda, and decision number 218 and addenda to be adequate, fair, and just to all parties concerned in controversies contemplated and provided by the law. Particularly, do we find the present machinery a bulwark of protection to the weaker organizations such as the one with which I am associated. At no time, have we, after complying with section 301 Transportation Act 1920, been refused a fair hearing. As a matter of fact we are convinced that, not having the numerical strength to compel consideration by "mutual agreement" as per the pending law the present law is more effective and the stronger organizations have no just and reasonable basis of complaint provided only the element of 'good faith' is shown under the law by all parties concerned.

"Again asking that the language of H. R. 5370, be added to the new or old legislation, I am asking the liberty to refer copies of this letter to the

President, the Chairmen of the House Committee, Congressman Madden of Illinois, and both Illinois Senators, also the Secretary of Labor."

Observers say considerable pressure will have to be brought on friendly members of Congress to get consideration for the amendment.

The new bill which is fostered by the four big white brotherhoods has been agreed to in principle by the railroad executives of the country after several months conference with the unions. The new bill provides new machinery for the adjustment of railway labor disputes and abandons the plan of direct representation of the public in the decision of railway labor controversies. Because the contracts covering various types of work are executed in the name of the brotherhoods, it follows that colored workers are not permitted to join these brotherhoods, it follows that colored workers will be at a disadvantage in presenting their cases according to prominent colored railway workers. They had won the right to appear before the present board and have won notable victories for various types of colored employees.

Labor - 1926

Alabama.

Welfare Work for Housing Conditions.

THE MENACE OF POOR HOUSING CONDITIONS

In health campaigns carried on to raise the physical standard of people it should not be forgotten that bad health conditions come mostly from unsanitary environment.

The problem of housing in industrial centers and congested city districts is by far the most vexing situation met by the social worker. The basic sources of crime and disease are never very far apart. Public health and public morals are twin problems in welfare work that need both civic and social attention.

Backward people naturally gravitate to the lower levels of living and to the most unsanitary living condition on account of cheaper rents and social pressure, and, while the difference appears to be only slight, the yield from rents on investments of this kind is quite double that on property kept for first class tenants. The result is that low earning power and high rents create economic hardships, while unsanitary environment contributes to low physical resistance against disease. Economic hardships and low physical resistance combined increase the susceptibility to moral and physical infection and there lies one of the primary fundamental causes for physical and moral delinquency or the roots of crime and disease.

The brunt of this condition naturally falls on the Negro because the weight of social pressure and economic disadvantage falls more heavily on him.

An educational campaign is necessary to enlighten the public mind and create a proper social attitude in those who suffer from these conditions and in those by whose suffrage or for whose profit these conditions obtain.

Educating the Negro to appreciate better conditions is only half of the solution, the other half is educating the white man to a plane on which his sense of fairness finds expression in provisions that will relieve unsanitary conditions and cause him not to expect a larger profit on investment made to house Negroes than on those made to house white people. Investments for Negro tenants yield double

the income of those made for white tenants and the cause for it is not far to seek. The cheapest, lowest, marshiest, most out-of-the-way location is selected, the improvements and conveniences are as meager as the restrictions will allow; three shacks are crowded into the space for one, and the cheapest material afforded by the market is thrown together in the simplest form. This investment has high yield in profits to the realtor and a correspondingly high yield of losses from social nuisance and physical delinquency.

The activities of the inter-racial agencies could do no more imperative public service for the community than to extend the scope of their efforts to this basic economic evil.

Labor - 1926

General.

Welfare Work for Housing Conditions.

MICHIGAN STATE WELFARE BOARD MAKES REPORT

The newly organized Michigan Interracial commission also held its organization meeting on that day, electing C. Edward Knight of Detroit as chairman, and designating C. A. Campbell of Lansing as executive secretary of the body.

Find Race Victims of Economic Pressure

The advisory board of the division of Race welfare and statistics of the state of Michigan held its second annual meeting in Lansing recently for the purpose of reviewing the activities of the division during the past year and discussing a program for the ensuing year.

The report of the director of the division, C. A. Campbell, showed the year's accomplishments covering employment work, placement of state wards in homes, research to determine industrial and agricultural possibilities, statistics and tabulations. It was determined that the Race constituted 13 per cent of the state population, the city of Detroit alone having 80,198, an increase of nearly 100 per cent over the figures given in the 1920 United States census. The total Race population of the state is given as 111,000.

Through an industrial survey of the state it was determined that Race workers represent 3.7 per cent of the employees of the industries having 50 or more persons on the pay roll.

While only 16 of the 83 counties of the state have Race inmates of county poor farms, yet they represent 3.9 per cent of the total number of all inmates of these poor farms. Prior to the division's efforts in finding homes for the children in the state orphans' home, the Race homeless children constituted 5 per cent of the population of this institution.

The success of the division in forcing a Chicago real estate firm to relinquish their license to operate in Michigan because of fraudulent practices in which farmers were the victims, and in the establishment of a state free employment bureau in the city of Detroit, were noted.

Among the 50 members and visitors who attended the conference, were Forrester B. Washington of Philadelphia, Mrs. Maude B. Coleman of Harrisburg, representing the welfare department of Pennsylvania, and J. C. Dancy, executive secretary of the Detroit Urban league.

In the election of officers, Charles H. Mahoney of Detroit was returned to the office of chairman of the advisory board, George M. Smith of Grand Rapids as vice-chairman, and C. A. Campbell of Lansing as executive secretary.

Labor-1926

Welfare Work for Housing Conditions.

REPUBLICAN

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IMPROVES NEGRO CITIZENSHIP

During the past two years over 6 thousand negroes have been placed in field, factory and home service in Missouri through the Missouri Negro Industrial Commission of which Robert S. Cobb is secretary.

The object of the commission is to improve negro citizenship and conditions in Missouri, to better rural life and education, to encourage the steady employment, lessen crime, improve home life and health conditions, and to foster better race relations, also to reinforce the existing agencies for increased production. With these laudable ends in view, the present and the preceding administrations have done much to ameliorate the condition of the state's colored population.

Cooperating with this commission is the State Department of Labor and the State Board of Health. Over two hundred group meetings have been held the past two years in the interest of health and sanitation. A special campaign was made in the interest of birth registration a state conference on race relations was organized.

The work of the commission has attracted nation-wide attention, and President Coolidge had this to say recently on negro welfare work here:

"I feel that Missouri is doing the kind of work most calculated to improve the economic and social status of her colored citizens."

NOV 28 1926

COMMISSION PROVIDES WORK

FOR 6000 MISSOURI NEGROES

Report for 1925-26 Shows 200 Health and Sanitation Meetings Were Held.

A report of the work of the Missouri Negro Industrial Commission for 1925-26 shows 6000 Negroes placed in field, factory and home service; 200 group meetings held in the interest of health and sanitation and the organization of a State conference on race relations, three meetings of which have been held with representative white and Negro citizens attending.

The ideal of the organization is that all Missourians work for the general welfare of all citizens of the State without exception. It was established by the 1919 Legislature. Gov. Baker is honorary chairman, and C. C. Howard of Lincoln School, Sedalia, active chairman.

Missouri.

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Ohio.

Welfare Work for Housing Conditions.

30,000 Cincinnati Negroes Live In 6,500 Tenement Houses

Cincinnati, Ohio, Jan. 27 (PNS)

The Better Housing League is making a strenuous effort to improve housing and sanitary conditions in Cincinnati. The league's surveys have shown that the cause of such poor health conditions prevalent in Cincinnati is due to the fact that Negroes here live in the poorest houses and in the most unsanitary sections of the city.

The main points contained in the last report submitted by the league are:

"There are 30,000 Negro families living in 6,500 tenements in Cincinnati."

"The worse housing conditions exist among Negroes."

"The Better Housing League has combined with the Associated Charities to improve living conditions in Negro quarters."

"A complete housing survey of Cincinnati has been made to locate the worse section of the city."

"Bootlegging, gambling, race prejudice, ignorance and lack of legitimate recreation are the stumbling blocks to progress in these sections."

"Our work is merely palliative and will not solve the problem. The real constructive work lies in safeguarding the future."

Labor - 1926

Welfare Work for Housing Conditions.

New Trade School To Help Race Workers

Unique Plan Of Cleveland Public School To Benefit Workers

A unique plan which may go a long ways in helping to equalize the working opportunities under the democratic public school system has been announced by the Cleveland public school system.

The school, which is the first of its kind to operate under a municipal board of education, and which will begin next fall, will function jointly with Cleveland employers and the labor unions. As announced by Howard L. Briggs, director of vocational education in the public schools, courses in many of the trades in the city, have already been mapped out.

The novel feature of the plan is that by joint arrangement, youth of any race, or older men for that matter, now employed, will be given four hours time each week in school at the expense of their employers. They will be paid regularly for this time and will put the remainder of their time "on the job."

The labor unions have agreed to accept diplomas from the school as full memberships in the unions. It is this latter feature, which, it is said, will open wider opportunities for skilled colored men gaining union standing.

While the American Federation of Labor has announced all its unions open to colored men, it is known that many of the unions still discriminate in certain lines of skilled employment.

Under this arrangement any artisan working in a plant may be working for a diploma in a more skilled trade, automatically become a member of the union of that craft.

The system is also designed to correlate the vocational instruction in the schools to the needs of employment in the city. Other cities may adopt the same plan if the experiment works out satisfactorily. In Germany this type of instruction is known as the "Continuation School" and has been in operation for 24 years.

Labor-1926.

Welfare Work for Housing Conditions.

Mrs. H. L. Johnson Spends Week In City Studying Industrial Conditions

Last week Mrs. Georgia Douglass Johnson, widow of Col. Henry Lincoln Johnson, made a general survey of industrial conditions in Pittsburgh and vicinity, they effect the Negro workers. Mrs. Johnson is connected with the U. S. Department of Labor and is under the direction of Commissioner of Conciliation Karl F. Phillips of the Department of Labor.

She is making an intensive survey of conditions of Pennsylvania and her work will take her to all the industrial centers of the state, where any considerable number of Negro labor is employed.

While in Pittsburgh, Mrs. Johnson held conferences with a number of Negro leaders, among whom were: Ira F. Lewis, managing editor of The Pittsburgh Courier; D. Robert Lewis, real estate; Miss Grace D. Lowndes, of Morals Court; Walter S. Buchanan, real estate; John T. Clark, executive secretary of Pittsburgh Urban League; John Carter Robinson and Miss A. M. Stoner, supervisors of Negro Department of State Employment Bureau; Miss Jennie M. Proctor, president of Strait-Tex Chemical Company; Rev. W. Augustus Jones, pastor Central Baptist Church; Miss L. Anderson, Social Welfare Department in Homestead; Mrs. Bessie L. Posey, of Homestead, and others.

PHILADELPHIA'S INDUSTRIAL AWAKENING

Under the leadership of the Armstrong Association, Forrester B. Washington, Executive Secretary, the Quaker City has just closed a profitable week in industrial deliberations and activities in behalf of the Negro worker. The problems of the increasing Negro population were finely combed out, and an inventory taken of its pressing needs. As practical results of the conference, many new placements are reported of ambitious and qualified colored workers, who are gaining the confidence of Philadelphia's industries and employers. Theoretically, the Conference surprised its warmest supporters in that the interest and co-operation displayed by the citizens and employers, white and colored, were far greater than had been expected.

During the past decade, Philadelphia and its environs have presented a peculiar and perplexing situation in the adjustment of its Negro urban life. The Negro population has grown with mushroom-like rapidity. The advent of the Negro ghetto in Central, West and South Philadelphia brought with it all the passions and antipathies common to other communities which have felt the social nexus of interracial relations. Employment became scarce. Magistrates' Courts became crowded with the backwash of overlaid Negro districts. Many of the incomers were not bad at heart. A chance was all they wanted, and in its pursuit they became misled, and finally were caught in the toils of the law.

Philadelphia employers were loth to give Negro labor its deserved chance. They had remembered the overflow from Chester and Hog Island some years ago. Houses had become unsanitary, and congestion had added to the menace of health and morale.

Negro-in-Industry Week, just closed, has brought the classes and the masses to a better understanding in Philadelphia. And the co-operation in evolving the understanding was wonderful. Even the radio stations helped out. Adamant white organized labor softened its demeanor and offered to sit down and "talk it over."

The Armstrong Association is to be congratulated in attempting such a semi-hazardous undertaking. And the organizations and individuals which joined hands in the movement have truly shown the silver lining

Pennsylvania.

to America's cloud of interracial bad will.

As to Mr. Washington, he is known throughout the country, not only as a liberal clarifier of social problems, but as a keen American, typical of the type whose foresight overmatches the average person's handsight. Philadelphia is proud of his activities and of the era of industrial good will which he and the Armstrong Association are constantly stimulating, with added new strength and finer ideals.

—P. N. S.—